

DESIGN REVIEW BOARD RECOMMENDATION MEETING SEATTLE HOTEL on 2nd & Stewart Street

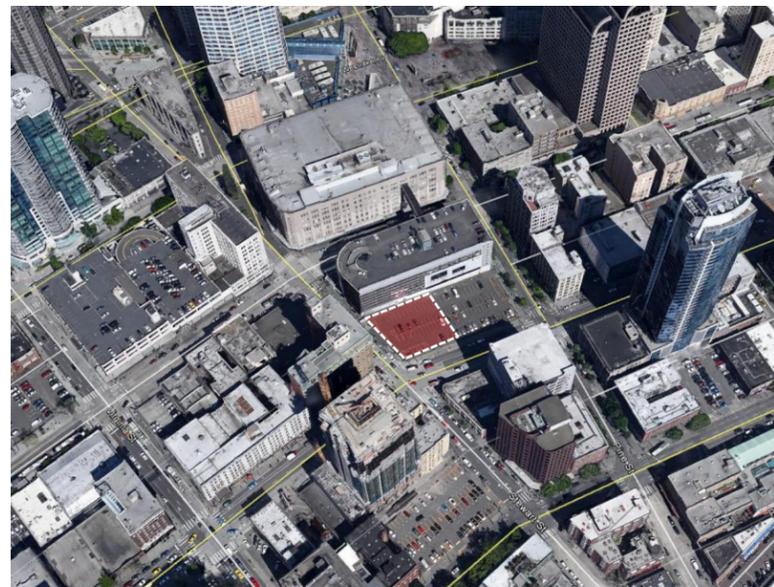
1608 Second Avenue, Seattle, Washington 98101

Project Number : 3019290

February 2, 2016



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OWNER : The Widewaters Group
 3257 Big Spruce Way
 Park City, Utah 84098
 435.658.9923



ARCHITECT: Hogan Campis Architecture
 1425 Dutch Valley Place, NE
 Studio B
 Atlanta, Georgia 30324
 404.685.8868

PROJECT SUMMARY

The proposed project is a 16 story, hotel with approximately 230 guestrooms featuring a top floor lounge with an outdoor terrace. Hotel amenities include a full service restaurant at street level, a fitness and spa facility for guest use, and approximately 5,000 square feet of meeting space on the second level of the hotel.

The hotel building will anchor the north end of a city block shared with the proposed 40 story EQR residential tower to the south which is currently under construction (DPD #3014773). The hotel parcel is bordered by an alley to the east, shared with the 10 story Macy's parking garage. There is no parking associated with the proposed hotel construction.

The adjacent EQR residential building is constructing a 5 level, subterranean parking garage across the entire footprint of the site, from Pine Street to Stewart Street. All parking spaces from this garage are dedicated to the residential tower. The north portion of this subterranean garage (DPD #3016586) is being constructed as accessory and connecting to the 204 Pine Street garage. The core and structural system for the north portion of the new garage has been designed to accommodate the structural loads and vertical transportation systems of the proposed 16 story hotel. The top level of the parking garage, level p1, being constructed by EQR will be utilized as back of the house and service areas for the proposed hotel. The bottom 4 levels will connect to the garage beneath the residential tower to the south.

DEVELOPMENT OBJECTIVES

Create a structure that is engaged with the context of the surroundings

Anchoring the prominent corner of Second and Stewart with direct views down Stewart to Pike Place Market, the corner of the building is accentuated by a shift in volume that acknowledges the importance of the intersection.

This corner feature culminates in a roofline that also frames the outdoor terrace area of the rooftop lounge and is expressive of the spectacular views toward the west and north while creating visual interest at the top of the building. The scheme acknowledges the shift in street grid which occurs along Second Avenue at Stewart Street. The shift in grid is directly represented in the building façade as well as in plan.

The Second Avenue façade is further articulated at the base as an acknowledgement of the expressed podium of the adjacent EQR Residential Tower, creating a strong connection between the two buildings on the same block along Second.

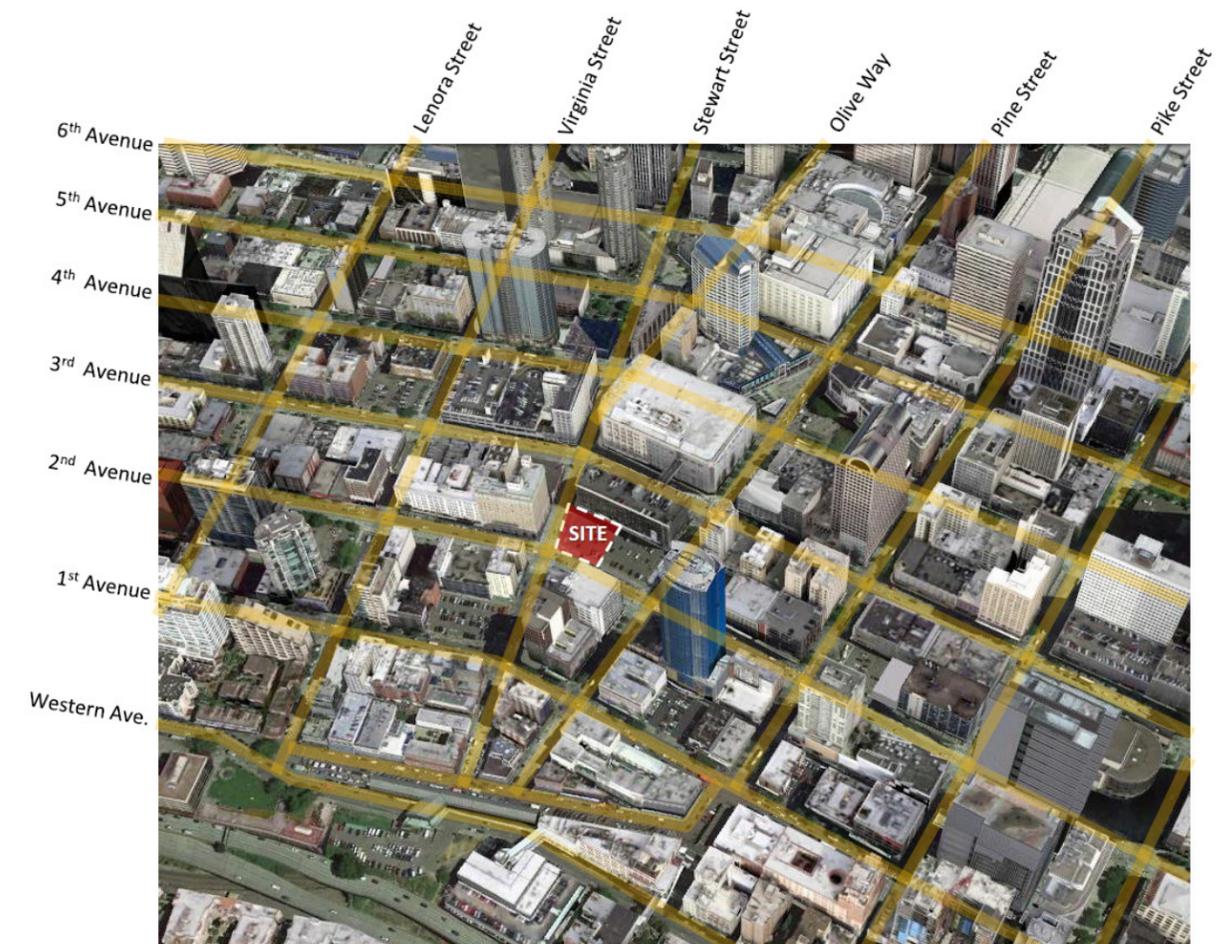
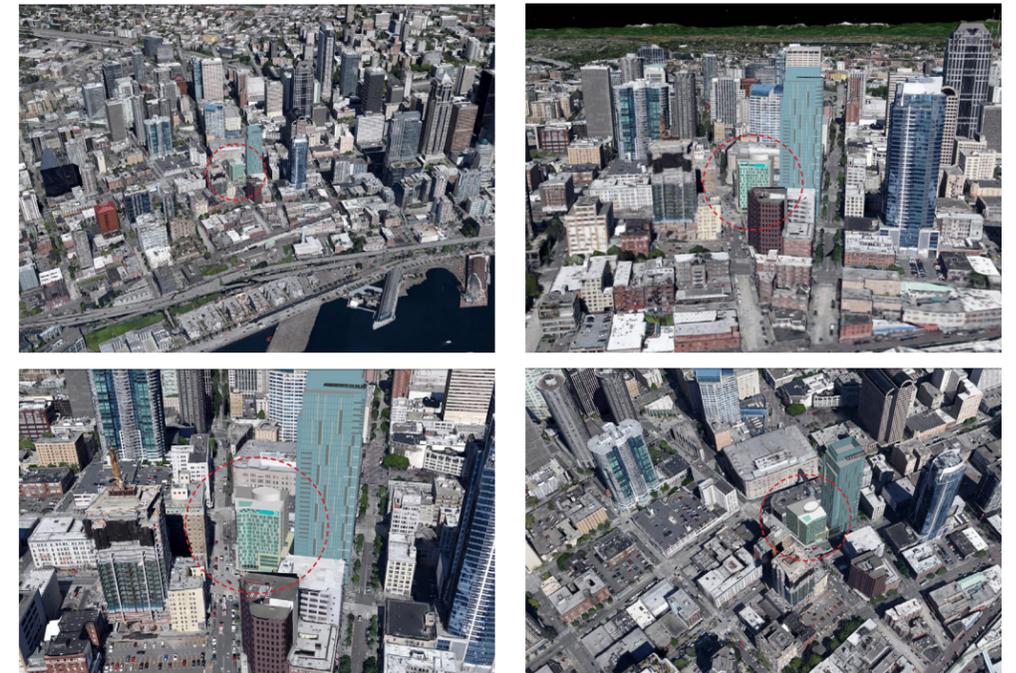
Encourage visual interaction

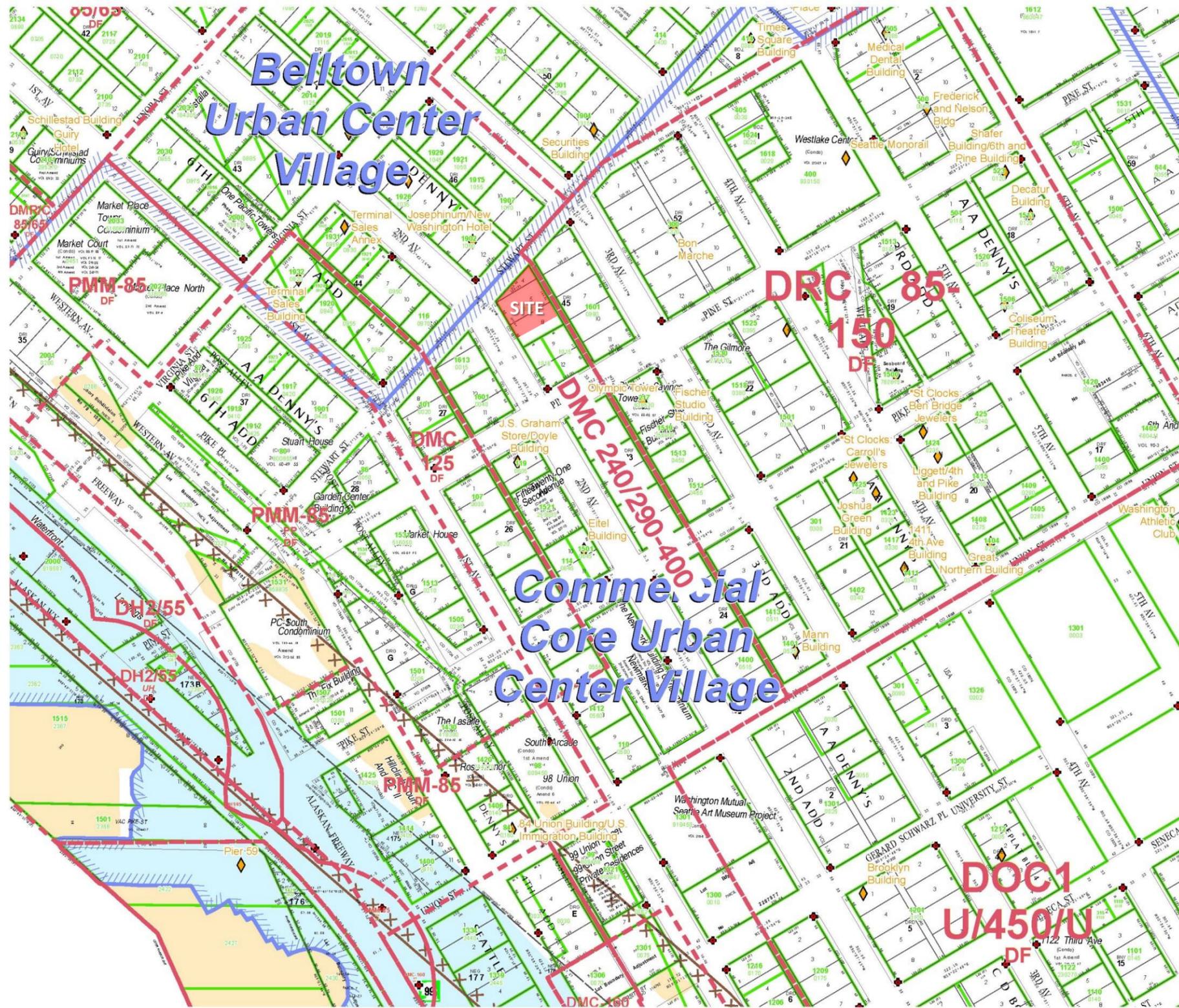
The area surrounding the project site is a very active pedestrian zone. The hotel project proposes to array the restaurant, bar, and hotel lobby functions along the street frontages to the fullest extent possible, in order to enhance the pedestrian experience as well as to encourage patronage to the restaurant and bar from passers-by. It is anticipated that the hotel bar will be situated at the corner, with large expanses of glass allowing pedestrians ample view into the building as well as guest and visitor views from the restaurant, bar, and lobby with views back out to the sidewalk and street. The restaurant space would turn the corner and occupy 100% of the Stewart Street frontage.

The hotel lobby is anticipated to be an active area, seamlessly open to the bar and restaurant, and oriented directly onto Second Avenue with a double high section directly at the hotel entrance and expressed through the exterior architecture. Administrative office spaces are limited along Second and will be provided with ample glazing to minimize blank façade areas.

The mass of the building breaks down from the tower above beginning with a recess in the façade at level two, the meeting room level, providing a more pedestrian scaled massing at the corner. The projected overhang following the plan of the building provides ample pedestrian cover at the sidewalk level.

The dramatic corner element, shifted in plan to acknowledge the street grid change is vertically culminated through the expression of an open air terrace at the top floor, directly connected to a hospitality lounge. The roof covering of this terrace pushes above the main roof level to mark the distinct termination of the expressive corner form.





PROJECT ADDRESS
1608 Second Avenue, Seattle, Washington 98101

KING COUNTY PARCEL NUMBERS
1977200990

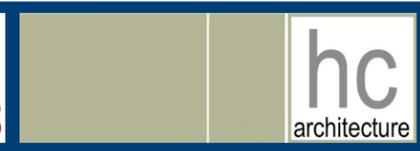
SITE AREA
13,116 SF

GROSS BUILDING AREA ABOVE GRADE
175,173 SF

OVERLAY DISTRICT
Commercial Core Urban Center Village

ZONING CLASSIFICATION
DMC 240/290-400

STREET CLASSIFICATIONS
Stewart Street:
Class | Pedestrian Street
Principal Transit Street:
No view corridors
Second Avenue:
Class | Pedestrian Street
Principal Transit Street:
No view corridors

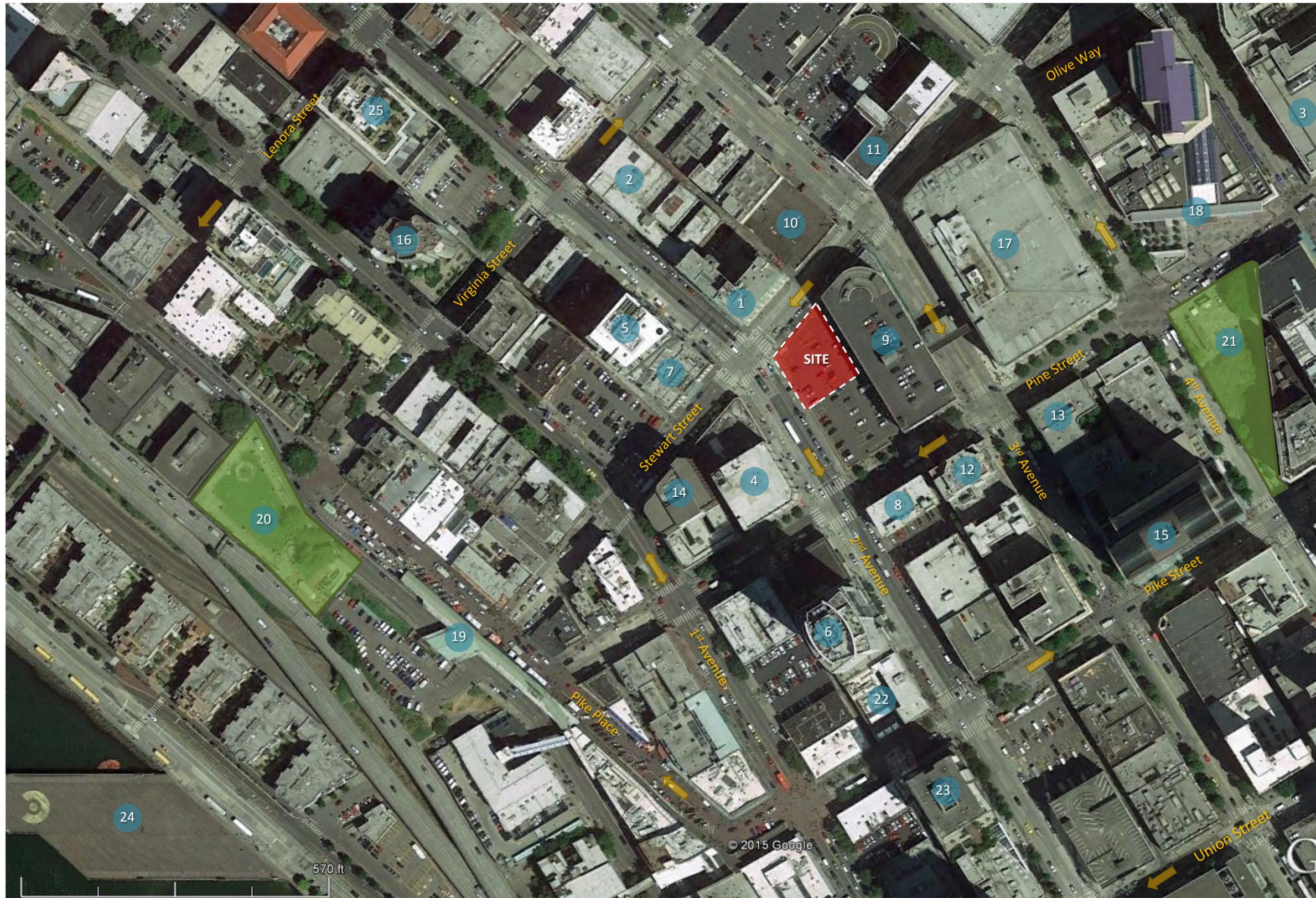


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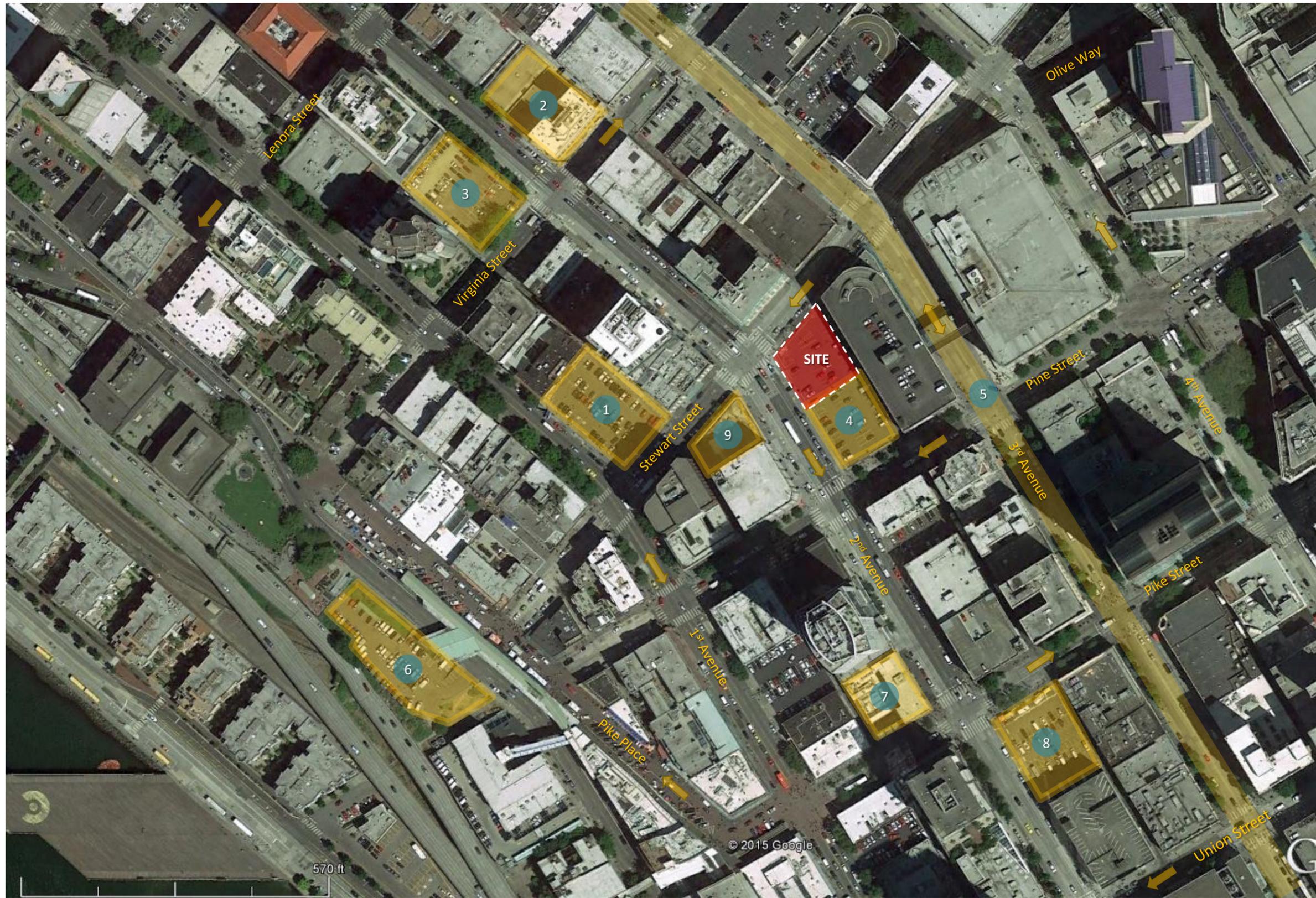
DESIGN REVIEW BOARD RECOMMENDATION MEETING

Meeting Date : February 2, 2016



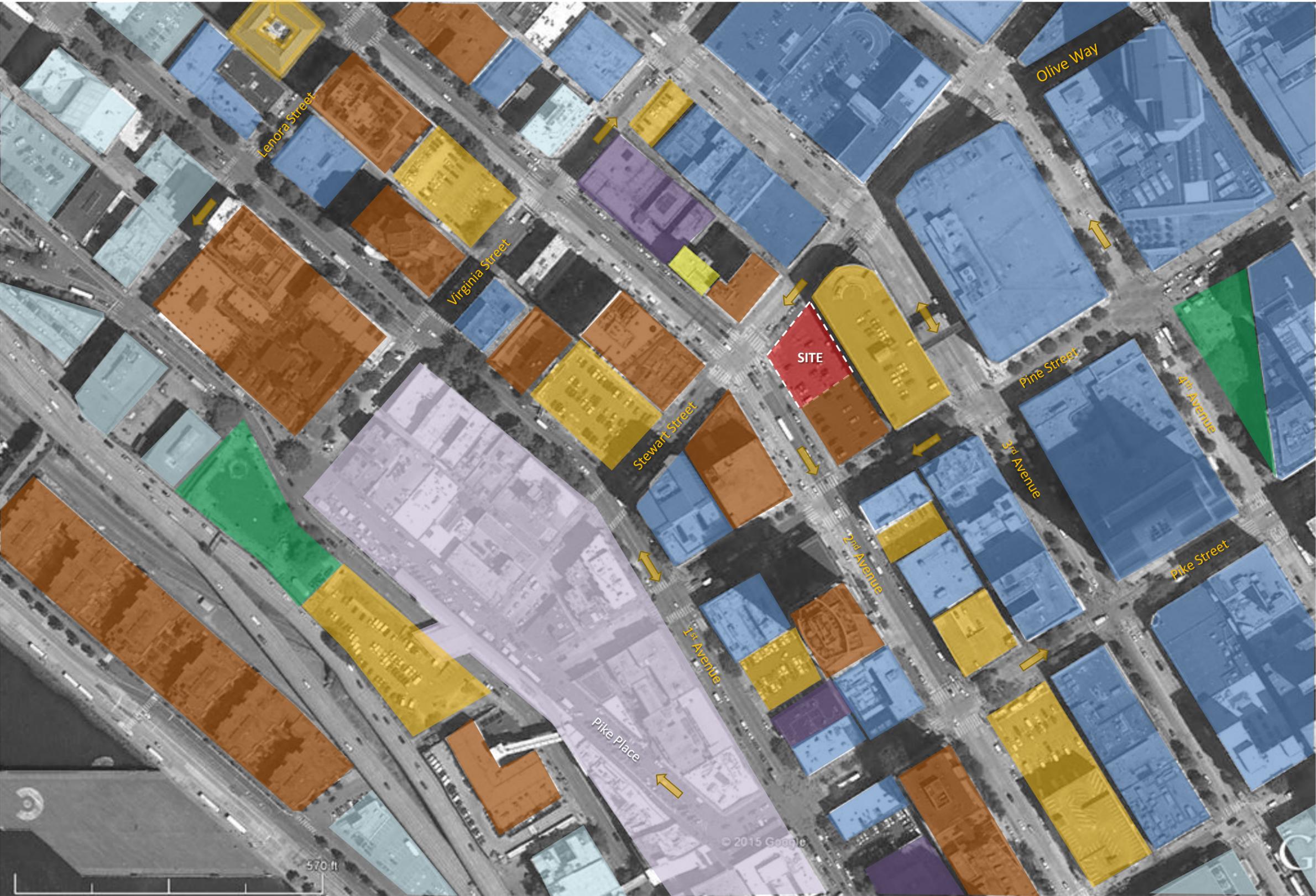
1. Josephinum
2. Moore Hotel & Theatre
3. Nordstrom
4. Broadacres Building
5. Viktoria Apartments
6. Fifteen Twenty-One 2nd Avenue Condo
7. Plymouth on Stewart
8. Second & Pine Apartments
9. Bon Macy's Parking Garage
10. Bergman's Luggage
11. Securities Building
12. Olympic Tower Condominium
13. The Gilmore
14. First & Stewart Building
15. Century Square 1
16. One Pacific Towers Condominium
17. Macy's Downtown Seattle
18. Westlake Center
19. Pike Place Market
20. Victor Steinbrueck Park
21. Westlake Park
22. Eitel Building
23. Newmark Tower/ Target
24. Pier 62 & 63
25. Cristalla Residences





1. 1900 1st Avenue - Apartments / Hotel
2. 2000 2nd Avenue - 9-story Hotel
3. 2001 2nd Avenue
4. 204 Pine Street
5. 3rd Avenue Bus Corridor Improvements
6. PC1-North
7. Eitel Building
8. 1430 2nd Avenue
9. 121 Stewart – 39-story Mixed-Use





- Commercial / Office
- Residential Mixed-Use
- Parking
- Hotel
- Cultural
- Arts & Entertainment
- Park
- Site

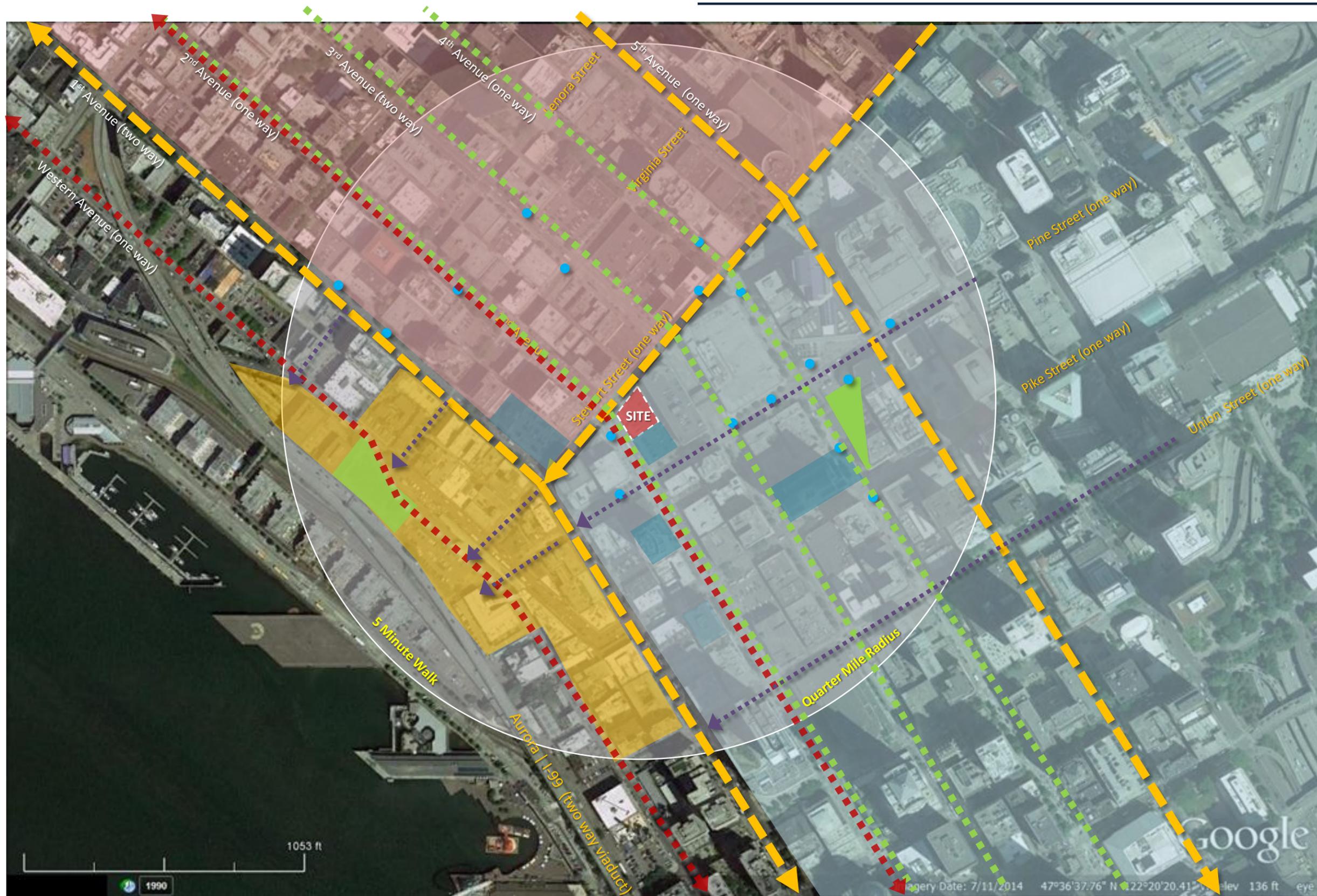


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- Commercial Core
- Belltown
- Pike Place Market
- Towers
- Park
- Transit
- Main Street
- Major Bus Route
- Bike Route
- View Corridors



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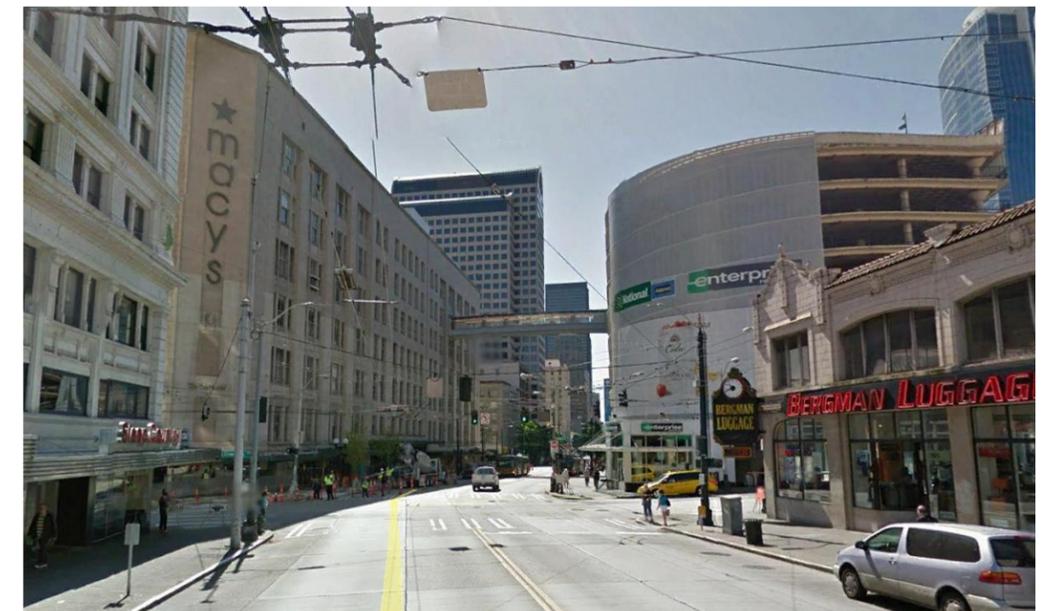
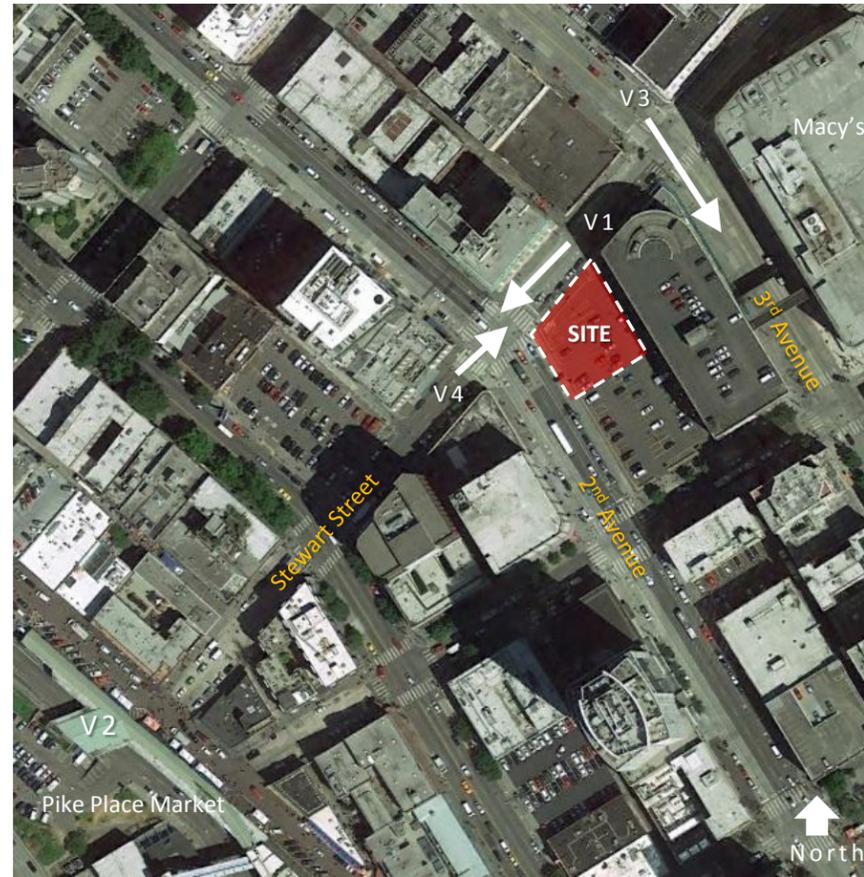
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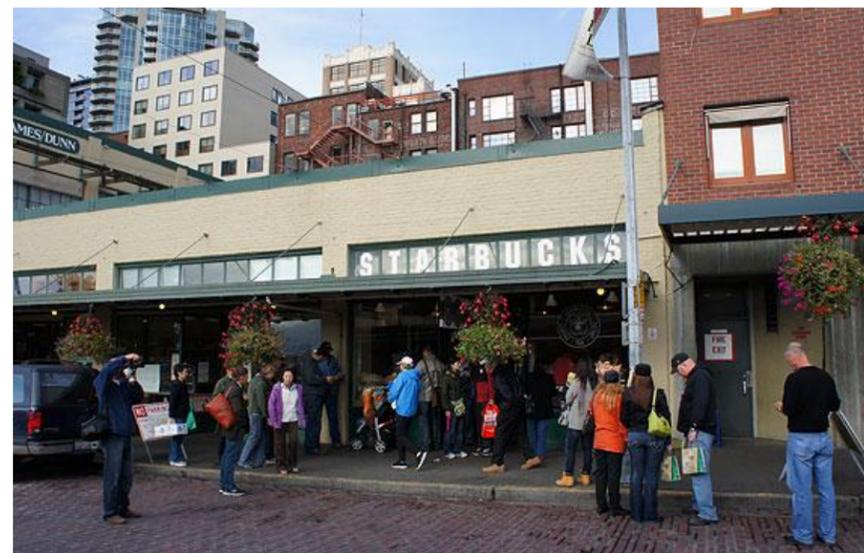
V1 – View looking down Stewart Street towards Pike Place Market



V3 - Intersection of Stewart Street and 3rd Avenue showing Macy's building and the 10 level parking structure located adjacent to the project site.



V2 - Pike Place Public Market



The First Starbucks Coffee Shop



V4 - Intersection of Stewart Street and 2nd Avenue showing Christ Our Hope Catholic Church on the left and the 10 level parking structure located adjacent to the project site.

* Photos from Google Earth



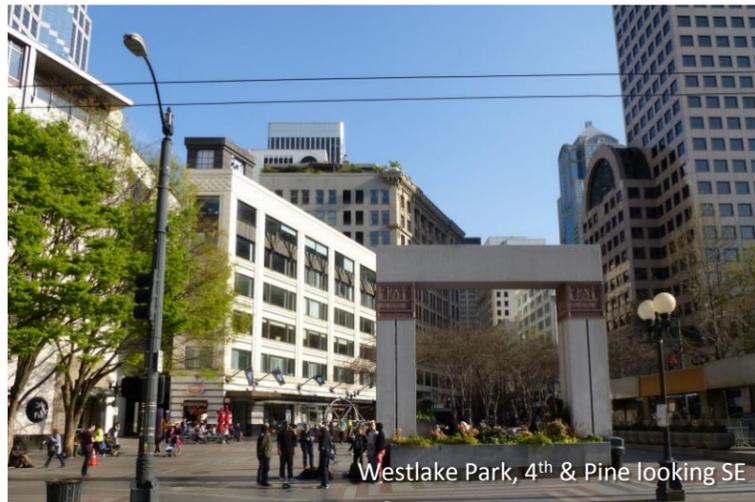
Bell Street Park, 2nd & Bell St looking SW



Pike Place Market entrance, 1st & Pike St looking SW



Westlake Center, 4th & Pine looking N



Westlake Park, 4th & Pine looking SE



Sanitary Public Market, 1st & Pine St looking S



Macy's, 4th & Pine looking SW



3rd & Stewart looking W



Escala Condominiums, 414 Stewart St
Building, The Westin Hotel, Time Square
Building, 4th & Stewart looking N



3rd & Virginia view looking SW



2nd & Pine – Doyle Building



1st & Virginia



101 Stewart



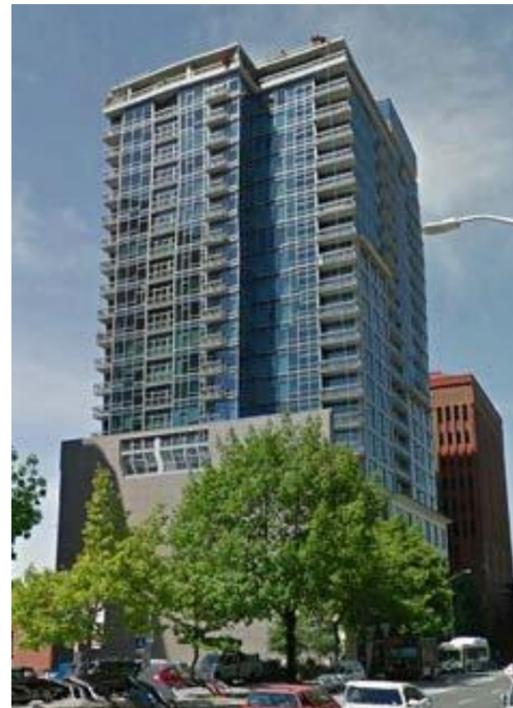
204 Pine Street



Josephinum Building



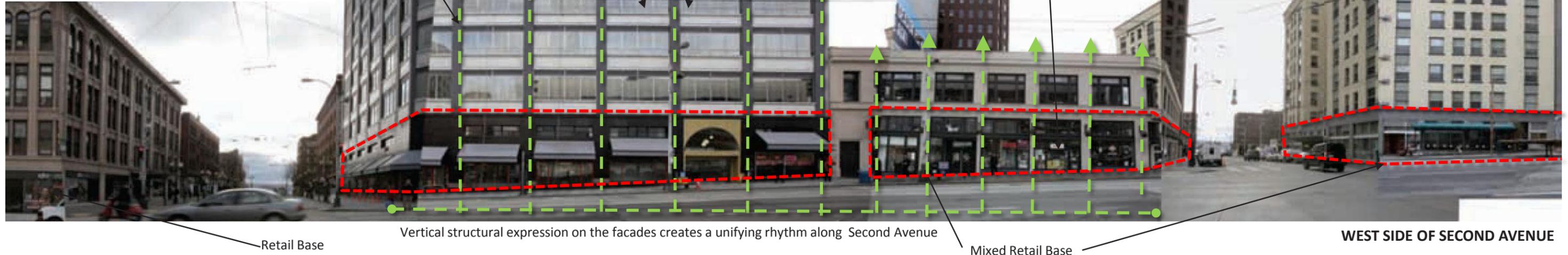
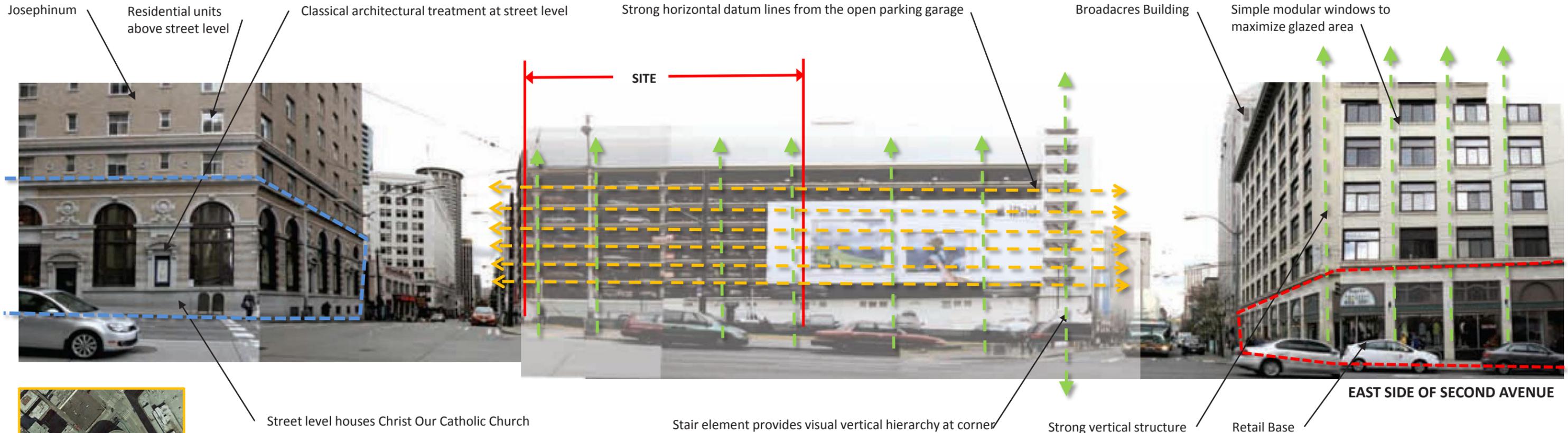
Proposed Hotel for 1st & Stewart

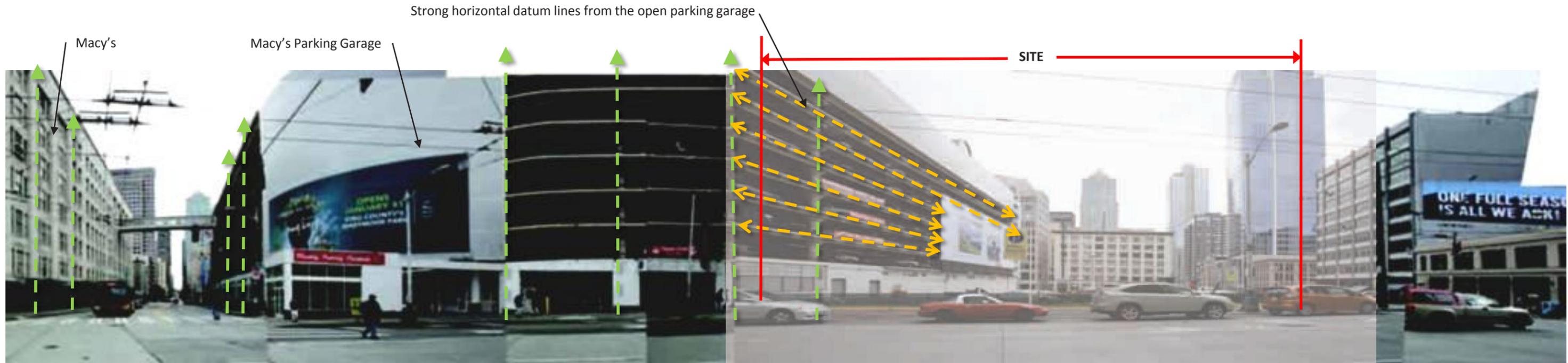


Crystallia Building

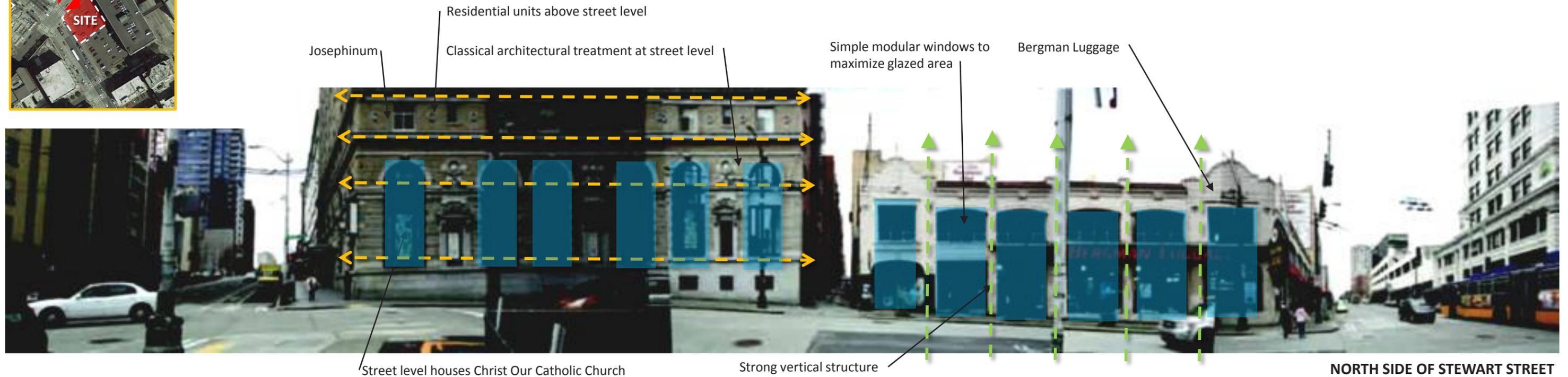


Terminal Sales Building

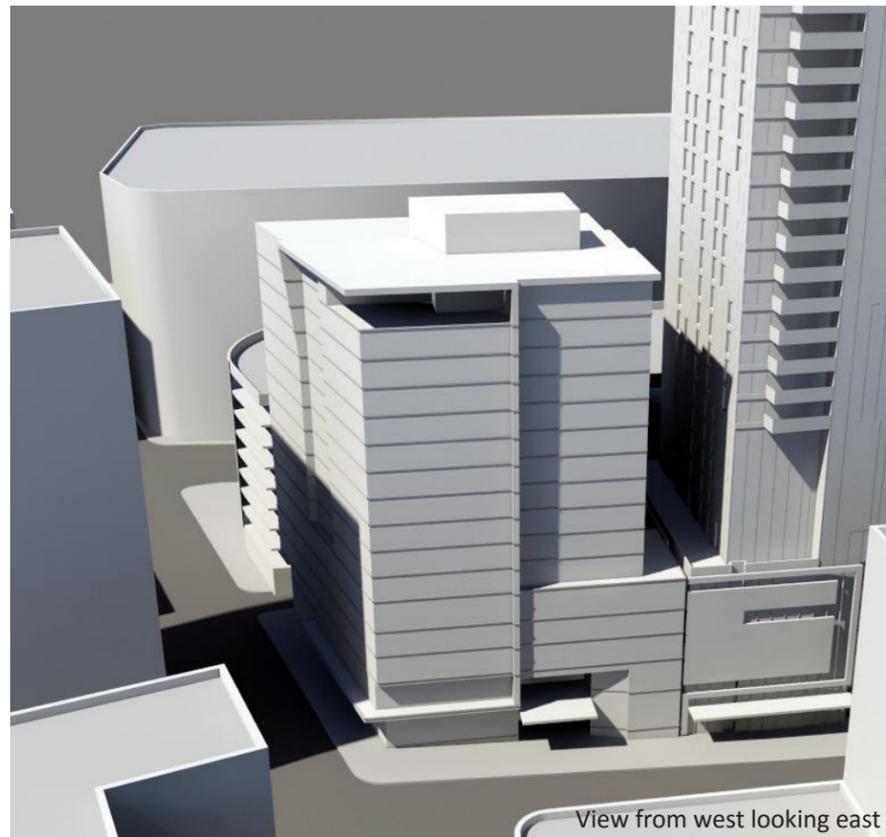




SOUTH SIDE OF STEWART STREET



NORTH SIDE OF STEWART STREET



View from west looking east

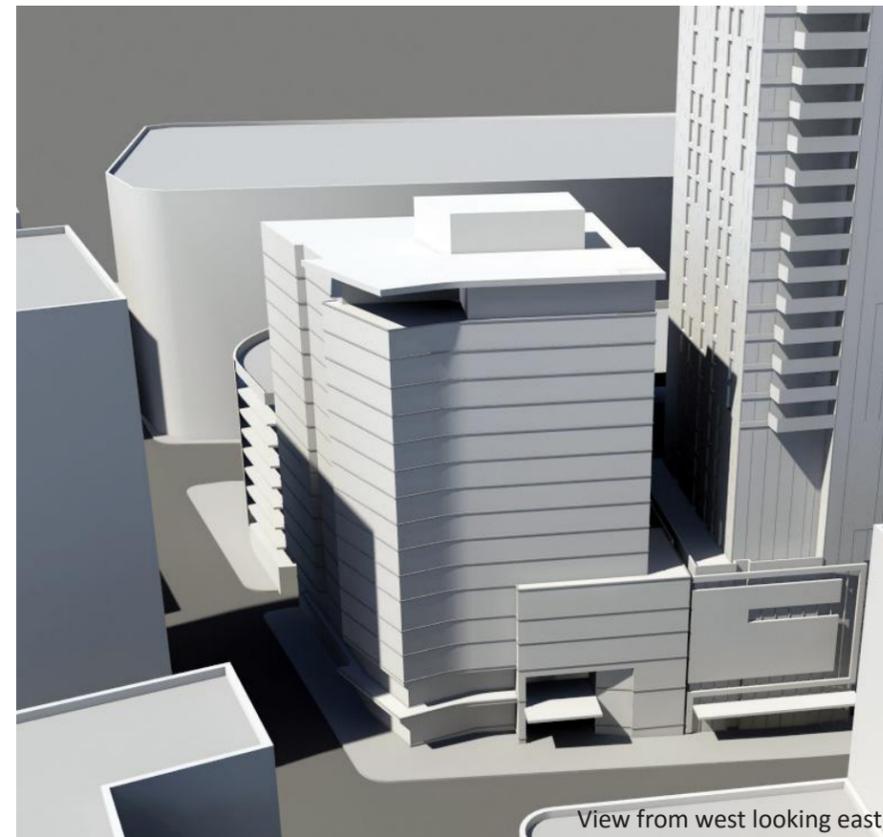
ALTERNATE 1 SUMMARY

OPPORTUNITIES

1. Building massing acknowledges significant street corner.
2. Continuous pedestrian level overhang wraps the corner and continues along Stewart.
3. Significant view opportunity and skyline enhancement offered from top level terrace.
4. Massing of building breaks down at building base to more pedestrian scale.

CONSTRAINTS

1. Corner element does not acknowledge shift in street grid.
2. Building maximizes site footprint, creates a more “boxy” proportion.
3. Column at corner protrudes 18” into required 15’ sidewalk setback. Departure required.



View from west looking east

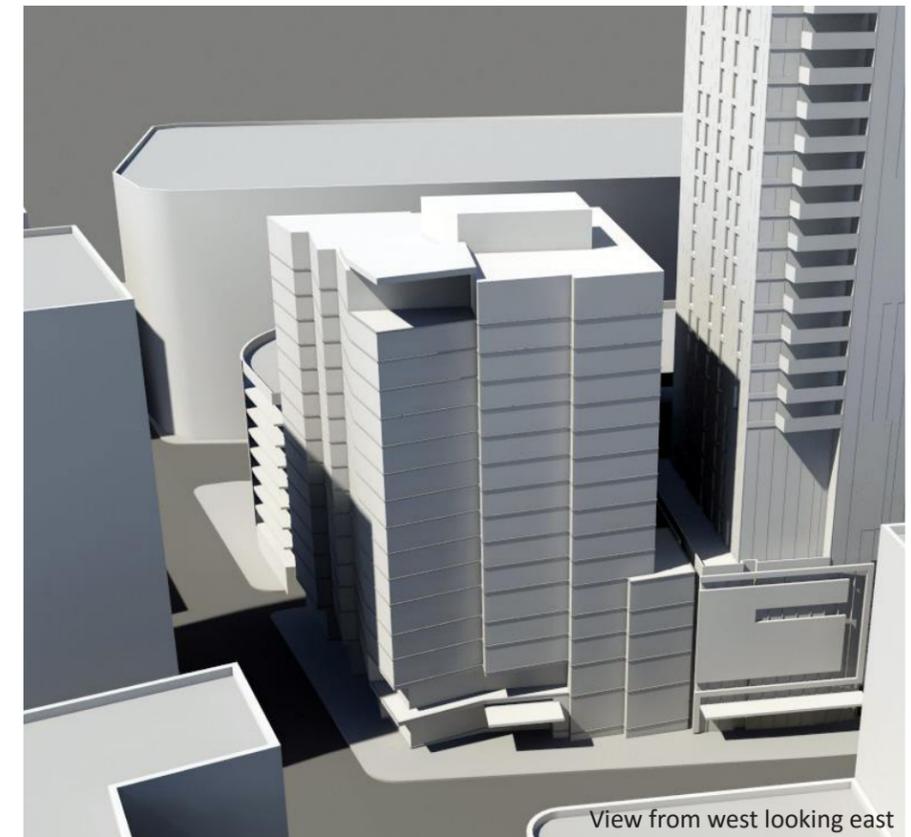
ALTERNATE 2 SUMMARY

OPPORTUNITIES

1. Building massing acknowledges significant street corner.
2. Subtle acknowledgment of the shift in street grid creates visual interest at corner.
3. Continuous pedestrian level overhang wraps the corner and continues along Stewart.
4. Significant view opportunity and skyline enhancement offered from top level terrace.
5. Massing of building breaks down at building base to more pedestrian scale.

CONSTRAINTS

1. Column at corner protrudes 18” into required 15’ sidewalk setback. Departure required.
2. Corner of building overhang of property line above level 2. Departure required.



View from west looking east

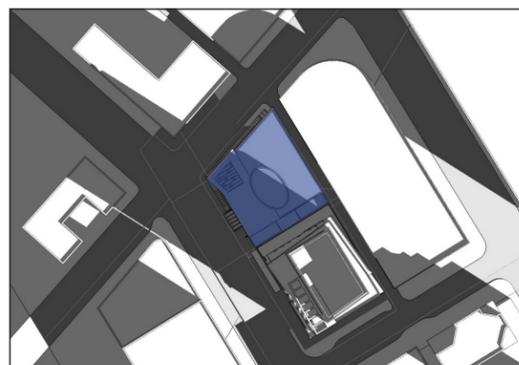
ALTERNATE 3 SUMMARY - ORIGINAL PREFERRED OPTION

OPPORTUNITIES

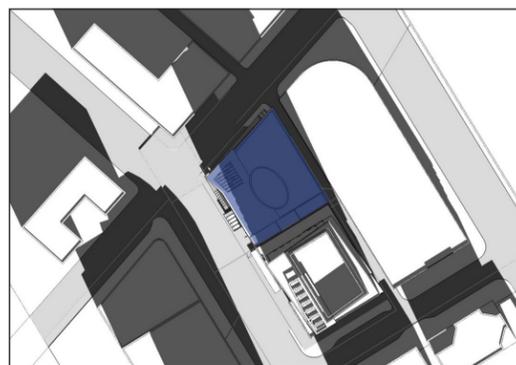
1. Building massing acknowledges significant street corner.
2. Significant acknowledgment of the shift in street grid creates dramatic visual interest at corner.
3. Massing of the grid shift is echoed along the facades of both street frontages creating visual interest as well as enhanced view opportunities from within the hotel.
4. Significant view opportunity and skyline enhancement offered from top level terrace.
5. Massing of building breaks down at building base to more pedestrian scale.

CONSTRAINTS

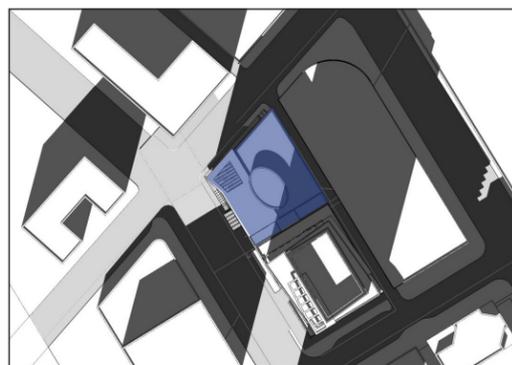
1. Roof element at outdoor terrace projects 10’ above the 160’ height limit. Departures required.
2. Column at corner protrudes 18” into required 15’ sidewalk setback. Departure required.
3. Corner of building overhang of property line above level 2. Departure required.
4. Loss of useable interior square footage as compared to other schemes.



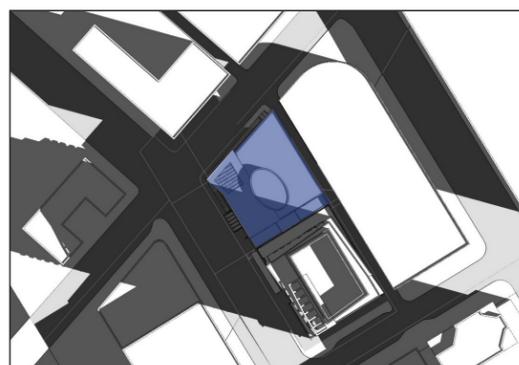
EQUINOX - 10:00 AM



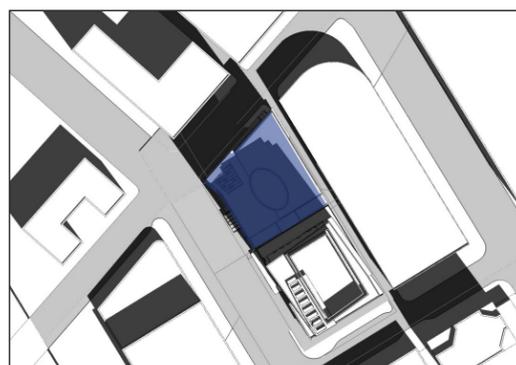
EQUINOX - NOON



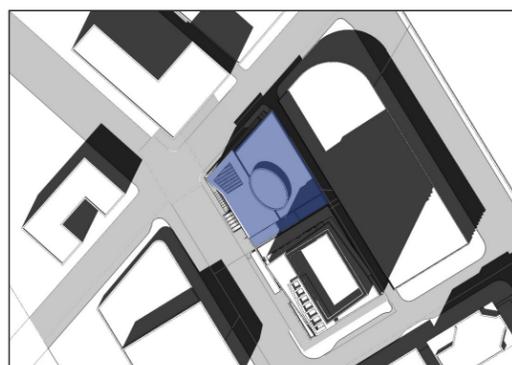
EQUINOX - 2:00 PM



SUMMER SOLSTICE - 10:00 AM



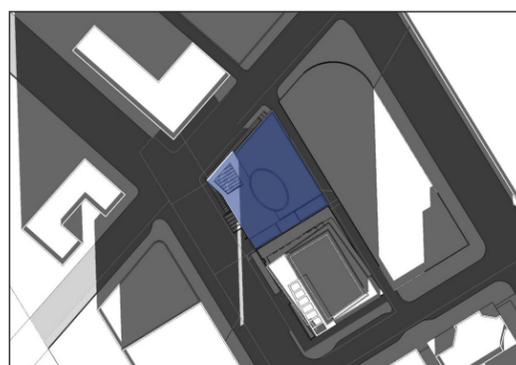
SUMMER SOLSTICE - NOON



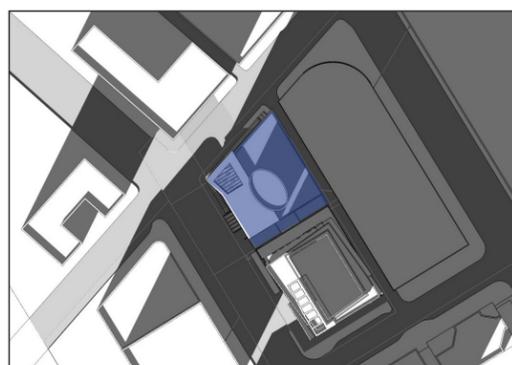
SUMMER SOLSTICE - 2:00 PM



WINTER SOLSTICE - 10:00 AM



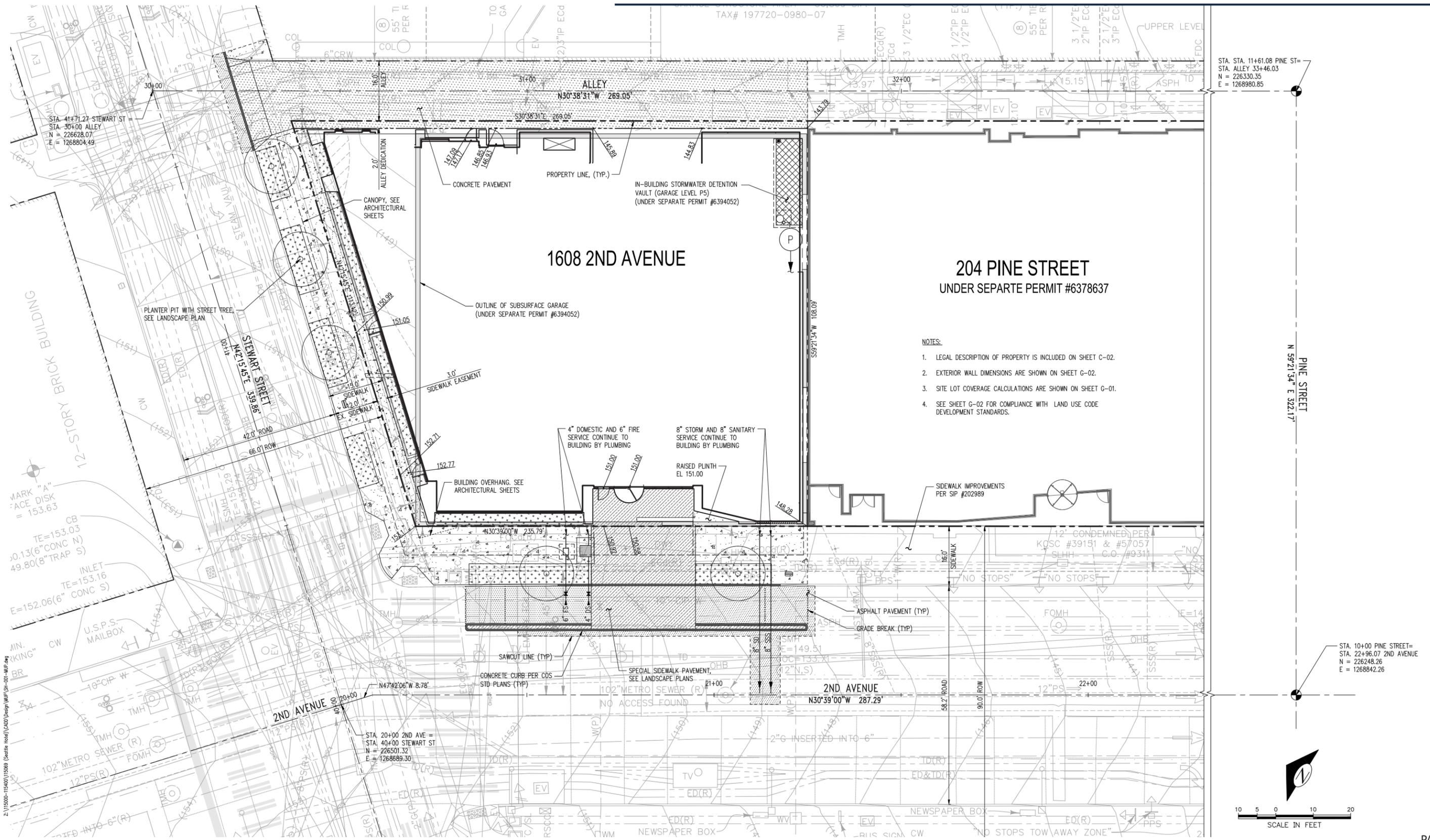
WINTER SOLSTICE - NOON



WINTER SOLSTICE - 2:00 PM

SHADOW ANALYSIS SUMMARY

The Building Shadow Analysis of the proposed hotel indicates a modest impact to the surrounding area and sidewalks due to the limited height of the structure at 160'. The sun shading impact of the immediate area is dominated by the adjacent 400' EQR Residential Tower along with the proposed 400' residential development directly across Second Avenue, along with other high-rise structures in the immediate area.



4



5



LEGEND

- | | | | |
|---|---|----|---|
| 1 | SPECIAL SURFACING AT ENTRY; MATERIAL TO BE DETERMINED | 7 | EXISTING VAULT TO REMAIN |
| 2 | STANDARD COS SIDEWALK SURFACING W/ " 2'X5' SCORE PATTERN | 8 | EXISTING STRAIN POLE TO REMAIN |
| 3 | AT GRADE PLANTER W/ SHRUB/ GROUNDCOVER PLANTING | 9 | FLUSH CURB |
| 4 | SECOND AVENUE STREET TREE:
ACER NIGRUM 'GREENCOLUMN' / GREENCOLUMN MAPLE | 10 | BIKE RACK |
| 5 | STEWART STREET TREE:
QUERCUS FRAINETTO 'SCHMIDT' / FOREST GREEN OAK | 11 | RAISED BICYCLE LANE |
| 6 | EXISTING STREET LIGHT TO REMAIN | 12 | RAISED CURB |
| | | 13 | RAMP |
| | | 14 | 9'X22' DROP-OFF PARKING STALL (TYP FOR 4) |

3



Buxus sempervirens
Boxwood (dwarf)



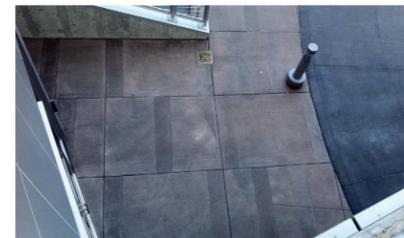
Pennisetum alopecuroides
Fountain Grass



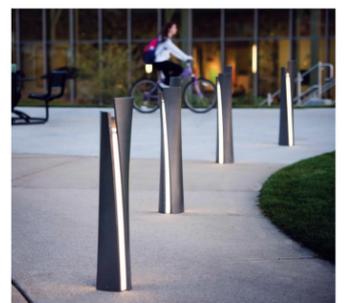
Liriope spicata
Creeping Lily Turf



Nandina domestica ssp.
Heavenly Bamboo



POTENTIAL HARDSCAPE MATERIALS



STREET FURNISHING PALETTE

ZONING REQUIREMENT		PROPOSED			
23.49.044 PERMITTED AND PROHIBITED USES	ALL USES SHALL BE PERMITTED OUTRIGHT EXCEPT THOSE SPECIFICALLY PROHIBITED BY SECTION 23.49.044	COMMERCIAL USES, INCLUDING HOTEL AND RESTAURANT, ARE PROPOSED – COMPLIES.	23.49.056 STREET FACADE, LANDSCAPING AND STREET SETBACK	A. MINIMUM FACADE HEIGHT. TABLE A, CLASS 1 PEDESTRIAN STREETS: 25’ C. FACADE TRANSPARENCY REQUIREMENTS. 4.a. CLASS I PEDESTRIAN STREETS: A MINIMUM OF 60 PERCENT OF THE STREET LEVEL STREET-FACING FACADE SHALL BE TRANSPARENT. D. BLANK FACADE LIMITS. 2.a. BLANK FACADES SHALL BE NO MORE THAN 15 FEET WIDE EXCEPT SEGMENTS WITH GARAGE DOORS MAY EXCEED A WIDTH OF 15 FEET AND MAY BE AS WIDE AS THE DRIVEWAY PLUS 5 FEET. BLANK FACADE SEGMENT WIDTH MAY BE INCREASED TO 30 FEET IF THE DIRECTOR IN A TYPE I DECISION DETERMINES THAT THE FACADE SEGMENT IS ENHANCED BY FEATURES WITH VISUAL INTEREST SUCH AS ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING, OR SIMILAR FEATURES. b. ANY BLANK SEGMENTS OF THE FACADE SHALL BE SEPARATED BY TRANSPARENT AREAS AT LEAST 2 FEET WIDE. c. THE TOTAL WIDTH OF ALL BLANK FACADE SEGMENTS, INCLUDING GARAGE DOORS, SHALL NOT EXCEED 40 PERCENT OF THE STREET-FACING FACADE OF THE STRUCTURE ON EACH STREET FRONTAGE, OR 50 PERCENT IF THE SLOPE OF THE STREET FRONTAGE OF THE FACADE EXCEEDS 7.5 PERCENT. E. STREET TREE REQUIREMENTS. STREET TREES ARE REQUIRED ON ALL STREETS THAT HAVE A PEDESTRIAN CLASSIFICATION AND ABUT A LOT.	THE FACADE HEIGHTS ON STEWART AND 2ND AVE. WILL EXCEED 25’. THE PROPOSED FACADES WILL PROVIDE 60% TRANSPARENCY FOR PORTIONS OF THE STRUCTURE. THE PROPOSAL INTENDS TO PROVIDE 76.03% ALONG STEWART AND 62.99% TRANSPARENCY ALONG 2ND AVENUE THUS EXCEEDING THE MINIMUM REQUIREMENT. THE PROPOSED STRUCTURE COMPLIES. THE SOUTHERN PORTION OF THE 2ND AVENUE FACADE WHICH MAY EXCEED 15’ WILL PROVIDE AN APPROPRIATE TREATMENT (LIVING WALL, MATERIALITY CHANGE, ETC.) TO MITIGATE THE BLANK WALL LENGTH.
23.49.008 STRUCTURE HEIGHT	THE BASE STRUCTURE HEIGHT FOR NON-RESIDENTIAL USE IS 240’	THE PROPOSED STRUCTURE HEIGHT IS 160’ DUE TO COMPLIANCE WITH SECTION 23.49.058.F TOWER SPACING: NO SEPARATION REQUIRED BETWEEN STRUCTURES ON THE SAME BLOCK THAT IS 160 FEET OR LESS, EXCLUDING ROOFTOP FEATURES PERMITTED ABOVE THE APPLICABLE HEIGHT LIMIT FOR THE ZONE PURSUANT TO SECTION 23.49.008.			
23.49.011 FLOOR AREA RATIO	TABLE A: BASE = 5; MAX = 7. COMBINED LOT DEVELOPMENT (SMC 23.49.041) FOR THE LOT AREA BONUS FAR 23.49.001; 23.49.012; 23.49.013-015 STREET LEVEL USES EXEMPT (min flr to flr height = 13’ and min depth = 15’)	THE PROPOSAL COMPLIES USING THE COMBINED LOT DEVELOPMENT AND BONUS FAR			
23.49.018 OVERHEAD WEATHER PROTECTION AND LIGHTING	A. CONTINUOUS OVERHEAD WEATHER PROTECTION SHALL BE REQUIRED FOR NEW DEVELOPMENT ALONG THE ENTIRE STREET FRONTAGE OF A LOT EXCEPT ALONG THOSE PORTIONS OF THE STRUCTURE FACADE THAT: 3. ARE SEPARATED FROM THE STREET PROPERTY LINE OR WIDENED SIDEWALK ON PRIVATE PROPERTY BY A LANDSCAPED AREA AT LEAST TWO (2) FEET IN WIDTH B. OVERHEAD WEATHER PROTECTION SHALL HAVE A MINIMUM DIMENSION OF EIGHT (8) FEET MEASURED HORIZONTALLY FROM THE BUILDING WALL OR MUST EXTEND TO A LINE TWO (2) FEET FROM THE CURB LINE, WHICHEVER IS LESS.	THE PROPOSAL COMPLIES			
23.49.019 PARKING REQUIREMENTS	NO PARKING IS REQUIRED IN DOWNTOWN ZONES.	THE PROPOSAL PROVIDES NO PARKING FOR THE HOTEL. ALL VEHICLES WILL BE PARKED VIA VALET PARKING.			
23.49.019.E BICYCLE PARKING REQUIREMENTS	TABLE A FOR 23.39.019 MINIMUM BICYCLE PARKING REQUIREMENT: HOTEL: .05 SPACES PER HOTEL ROOM	THE PROPOSAL COMPLIES. 12 BICYCLE STALLS REQUIRED; 12 BICYCLE STALLS PROVIDED			
23.49.022 MINIMUM SIDEWALK WIDTH AND ALLEY WIDTH	ZONING MAP IC: ALL SIDEWALKS MUST BE 15’	THE PROPOSAL COMPLIES ON 2ND AVENUE AS THE SIDEWALK ALREADY MEETS THE REQUIRED WIDTH; THE PROPOSAL COMPLIES ON STEWART STREET WITH EXCEPTION OF ONE REQUIRED STRUCTURAL COLUMNS TO THE GARAGE STRUCTURE BELOW.			
23.53.030 F.1 ALLEY IMPROVEMENT	MINIMUM ALLEY WIDTH IS 20’.	THE CURRENT ALLEY WIDTH IS 16’. HALF OF THE DIFFERENCE IS REQUIRED AS DEDICATION = 2’-0”. THE PROPOSAL COMPLIES WITH THE 2’-0” ALLEY DEDICATION.			
			23.49.058.C FACADE MODULATION	FACADE MODULATION REQUIRED ABOVE 85’ FOR PORTIONS OF THE STRUCTURE WITHIN 15’ OF A STREET PROPERTY LINE. LENGTH OF UNMODULATED FACADES DECREASES PER TABLE 23.49.058A. TABLE A MODULATION REQUIREMENTS: ELEVATION 0-85, NO LIMIT OF UNMODULATED FACADE; ELEVATION 86 TO 160, MAXIMUM LENGTH IS 155’.	THE PROPOSAL COMPLIES AS THE UNMODULATED LENGTHS WILL BE UNDER THE MAXIMUM REQUIREMENTS.
			23.49.058.E.2 MAXIMUM TOWER WIDTH	MAXIMUM FACADE WIDTH ABOVE 85’ ALONG 2ND AVE. LIMITED TO 80% OF THE STREET FRONTAGE OR 120’ WHICHEVER IS LESS	THE PROPOSAL COMPLIES.



ZONING REQUIREMENT	PROPOSED	
<p>23.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS</p>	<p>TABLE A: LOW DEMAND; BASED UPON SQUARE FOOTAGE, 3 LOADING BERTHS ARE REQUIRED. 23.54.035 C: STANDARDS FOR LOADING BERTHS. 1. WIDTH AND CLEARANCE. EACH LOADING BERTH SHALL BE NOT LESS THAN TEN (10) FEET IN WIDTH AND SHALL PROVIDE NOT LESS THAN FOURTEEN (14) FEET VERTICAL CLEARANCE. 2. LENGTH. A. HIGH-DEMAND USES. EACH LOADING BERTH FOR A HIGH-DEMAND USE SHALL BE A MINIMUM OF FIFTY-FIVE (55) FEET IN LENGTH UNLESS REDUCED BY DETERMINATION OF THE DIRECTOR AS PROVIDED AT SUBSECTION C2C. B. LOW- AND MEDIUM-DEMAND USES. EACH LOADING BERTH FOR LOW- AND MEDIUM-DEMAND USES, EXCEPT THOSE USES IDENTIFIED IN SUBSECTION C2D, SHALL BE A MINIMUM OF THIRTY-FIVE (35) FEET IN LENGTH UNLESS REDUCED BY DETERMINATION OF THE DIRECTOR AS PROVIDED AT SUBSECTION C2C. C. EXCEPTIONS TO LOADING BERTH LENGTH. WHERE THE DIRECTOR FINDS, AFTER CONSULTING WITH THE PROPERTY USER, THAT SITE DESIGN AND USE OF THE PROPERTY WILL NOT RESULT IN VEHICLES EXTENDING BEYOND THE PROPERTY LINE, LOADING BERTH LENGTHS MAY BE REDUCED TO NOT LESS THAN THE FOLLOWING: (I) HIGH-DEMAND USES. THIRTY-FIVE (35) FEET WHEN ACCESS IS FROM A COLLECTOR ARTERIAL OR LOCAL ACCESS STREET; AND FORTY-FIVE (45) FEET WHEN ACCESS IS FROM A PRINCIPAL OR MINOR ARTERIAL STREET; (II) LOW- AND MEDIUM-DEMAND USES. TWENTY-FIVE (25) FEET.</p>	<p>THE PROPOSAL LOOKS TO REDUCE THE NUMBER OF BERTHS TO 1 LOADING BERTH BASED UPON LOW-DEMAND AND USE. THE LOADING BERTH WILL BE 10' X 35'.</p>
<p>23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS</p>	<p>TABLE A: NON-RESIDENTIAL: 0-5000SF : 82 SF 5001 - 15000SF : 125 SF 15001 - 50000SF : 175 SF 50001 - 100000SF : 225 SF 100001 - 200000SF : 275 SF 200001 PLUS SF : 500 SF</p>	<p>THE PROPOSAL COMPLIES AND IS SUPPLYING 300 SF OF STORAGE.</p>

F.A.R. SQUARE FOOTAGE SUMMARY CALCULATION

FLOOR LEVEL	DESCRIPTION	GROSS SQUARE FOOTAGE
LEVEL 1	LOBBY, RESTAURANT, LOADING	9,634.42 GSF
LEVEL 2	MEETING LEVEL	11,202.16 GSF
LEVEL 3	GUESTROOMS, FITNESS CENTER, SPA	11,920.22 GSF
LEVEL 4	TYPICAL GUESTROOM FLOOR	11,920.22 GSF
LEVEL 5	TYPICAL GUESTROOM FLOOR	11,920.22 GSF
LEVEL 6	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 7	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 8	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 9	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 10	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 11	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 12	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 13	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 14	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 15	TYPICAL GUESTROOM FLOOR	10,881.52 GSF
LEVEL 16	SKY LOUNGE AND HOSPITALITY SUITES	9,760.94 GSF
BUILDING GSF		175,173.38 GSF

EXEMPT USE PER 23.49.011.B.1.b STREET LEVEL USES AND 23.49.009.A.9 EATING & DRINKING ESTABLISHMENTS	3,815.59 SF
F.A.R. GROSS SQUARE FOOTAGE ADJUSTED	171,357.79 SF
ALLOWANCE FOR MECHANICAL PER 23.49.011.B.2.a (3.5%)	5,997.52 SF
TOTAL CHARGEABLE F.A.R. GROSS SQUARE FOOTAGE	165,360.27 SF
TOTAL LOT AREA INCLUDING SOUTH PARCEL	27,288 SF
ACTUAL F.A.R. AS DESIGNED	6.060
ALLOWABLE BASE F.A.R. PER 23.49.011 TABLE A	5.00

DOWNTOWN DESIGN GUIDELINES

A-1 Respond to the physical environment.

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

The proposal site is located at a street grid change along Second Avenue at Stewart. The scheme acknowledges this shift in grid in a dramatic fashion, both in building massing at the corner as well as in plan.

The building corner is located at the obtuse angle of the site created by the intersection of Second and Stewart, allowing for more visibility and presence. The hotel capitalizes on the lively pedestrian environment by orienting the lobby level public functions of restaurant, bar, and hotel lobby along the street frontages to the fullest extent possible.

The façade along Second acknowledges the podium level of the adjacent EQR Residential Tower currently under construction by creating a change in massing and presents an interesting dialogue between the buildings along Second.

The location of the building provides opportunity for views to Elliot Bay, north into Belltown and south into downtown's cityscape. The hotel building responds to this by providing an open air terrace at the top floor of the hotel, creating visual termination of the corner element while enhancing guest and visitor enjoyment of the spectacular views.

A-2 Enhance the skyline.

Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

Although significantly smaller than some surrounding developments under or soon to be under construction, the hotel design emphasizes the roof line at the prominent northwest corner of the building and addresses the importance of the roof line and visual appearance from the street, its context within the overall skyline, and the view from the taller surrounding structures.

B-1 Respond to the neighborhood context.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

The proposal's location is unique in proximity to Pike Place Market, the Moore Theatre, Macy's, Westlake Center and easy walking to Belltown, Downtown Core, Retail District, and the Seattle Waterfront. Contributing to the pedestrian experience on Stewart Street and 2nd Avenue become a driving force in determining the proposal's street level facades.

The main programmatic elements of the lobby level of the hotel are arrayed along the street frontages of Stewart and Second with ample amounts of glazing encouraging views from the sidewalks into the interior spaces of the hotel while providing direct visual connection to the street from inside the hotel.

By activating nearly 100% of the building edges along the sidewalk, the hotel will enhance the already highly active pedestrian area.

B-2 Create a transition in bulk & scale.

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

The mass of the building breaks down from the tower above beginning with a recess in the façade at level two, the meeting room level, providing a more pedestrian scaled massing at the corner. The projected overhang following the plan of the building provides ample pedestrian cover at the sidewalk level.

The Second Avenue façade is further articulated at the base as an acknowledgement of the expressed podium of the adjacent

EQR Residential Tower, creating a strong connection between the two buildings on the same block along Second.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

The predominant attribute of the immediate areas of Second Avenue is a high concentration of retail and restaurant uses. By positioning the bar and restaurant elements in a recessed area along the street frontages, the hotel project continues the active store frontages along the street.

The building massing is broken down to a more pedestrian scale as the tower elements transition to the base of the building.

B-4 Design a well-proportioned & unified building.

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

The proposal intends to present a unified building through selection and use of complimentary materials and details. The massing also responds to the shift in street grid.

C-1 Promote pedestrian interaction.

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

The proposed facades on Stewart Street and 2nd Avenue are transparent to the restaurant and hotel lobby to increase the interaction between the interior spaces and exterior sidewalk activity. At the building entry on Second Avenue, the entry area is recessed providing a wider sidewalk for the interaction of pedestrian cross traffic and the presence of entry. Overhead cover on both Stewart Street and 2nd Avenue provide weather protection.

C-2 Design facades of many scales.

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

The proposal rotates the main building corner at the intersection of Stewart Street and 2nd Avenue in response to the shift in street grid. The intent is to further break down the scale of large expanses of glass into varying grids of glazing and spandrel, creating a more detailed breakdown of scale.

Most importantly, the tower elements begin to change scale at level two, reinforcing the pedestrian scale at street level.

C-3 Provide active—not blank—facades.

Buildings should not have large blank walls facing the street, especially near sidewalks.

Both street facades are nearly 100% activated by public area functions of the hotel including the hotel lobby, bar and restaurant. The sidewalk level will have extensive transparency designed to encourage views from within to the street as well as from the sidewalks into the hotel.

C-4 Reinforce building entries.

To promote pedestrian comfort, safety, and orientation, reinforce the building’s entry.

At the building entry on Second Avenue, the entry area is recessed providing a wider sidewalk for the interaction of pedestrian cross traffic and the presence of entry. As it is the entry to the hotel lobby, the entry will be well illuminated and protected from weather overhead with a large porte-cochere canopy and pedestrian/building lighting. The entry is articulated by a double high space that will be a feature of the Second Avenue façade.

C-5 Encourage overhead weather protection.

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Both street facades include nearly continuous canopy protection with lighting integral to the design to shield the pedestrian from the weather and illuminate the sidewalk during the darker days and evenings and nights.

C-6 Develop the alley facade.

To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.

The alley façade will provide both recessed and surface mounted lighting to enhance the lighting levels in the alley. The façade above the adjacent Macy’s Garage will be articulated to break down the mass and provide articulation of the east façade when viewed from afar.

D-1 Provide inviting & usable open space.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

Program elements of the hotel for guest access and restaurants at street level, combined with an existing structural core and columns on a relatively small site prevent the incorporation of any significant useable open space on the site.

D-2 Enhance the building with landscaping.

Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

Special pavements will be utilized along the sidewalk directly associate with the entrance to the hotel. Tree wells. Standard sidewalk scoring with “Cityscape Pattern” will be utilized everywhere else. Street trees include Urban Pinnacle Oak and Green Forest Oak.

See proposed siteplan for more information.

D-3 Provide elements that define the place.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

Memorable, sense of place elements proposed for the hotel include the corner shift in massing to recognize the shift in street grid, the emphasis of the hotel entry with proposed accent wall and two story interior space; and the roof top lounge with open terrace marked by a raised roof element at the corner.

D-4 Provide appropriate signage.

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Proposed signage will include pedestrian scaled signage at street level marking the name of the hotel and independently marking the name of the restaurant. Signage at the top of the hotel will be proposed that will conform to the signage ordinance of downtown Seattle.

D-5 Provide adequate lighting.

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

Exterior, recessed canopy mounted lighting will illuminate the sidewalk areas along with decorative building mounted lighting at the main entrance of the hotel. Significant amount of light is also anticipated from the interior lighting levels of the restaurant, bar and hotel lobby, visible through the large amount of glass at the sidewalk.

D-6 Design for personal safety & security.

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

The hotel lobby oriented along Second Avenue is a 24 hour operation, while the restaurant and bar will be open late into the evening contributing to the number of people in the area as well as the number of people watching activities on the sidewalk, enhancing both the perceived and real personal safety of the pedestrian.

E-1 Minimize curb cut impacts.

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

There will be no curb cuts for access to this building on Stewart Street or 2nd Avenue.

E-2 Integrate parking facilities.

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

There will be no parking on or above grade for this proposal on this site. All parking for the proposal will be through valet or utilizing nearby existing parking garages.

E-3 Minimize the presence of service areas.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

All service areas are to be accessed from the alley including the trash, deliveries, electrical/gas services, etc.

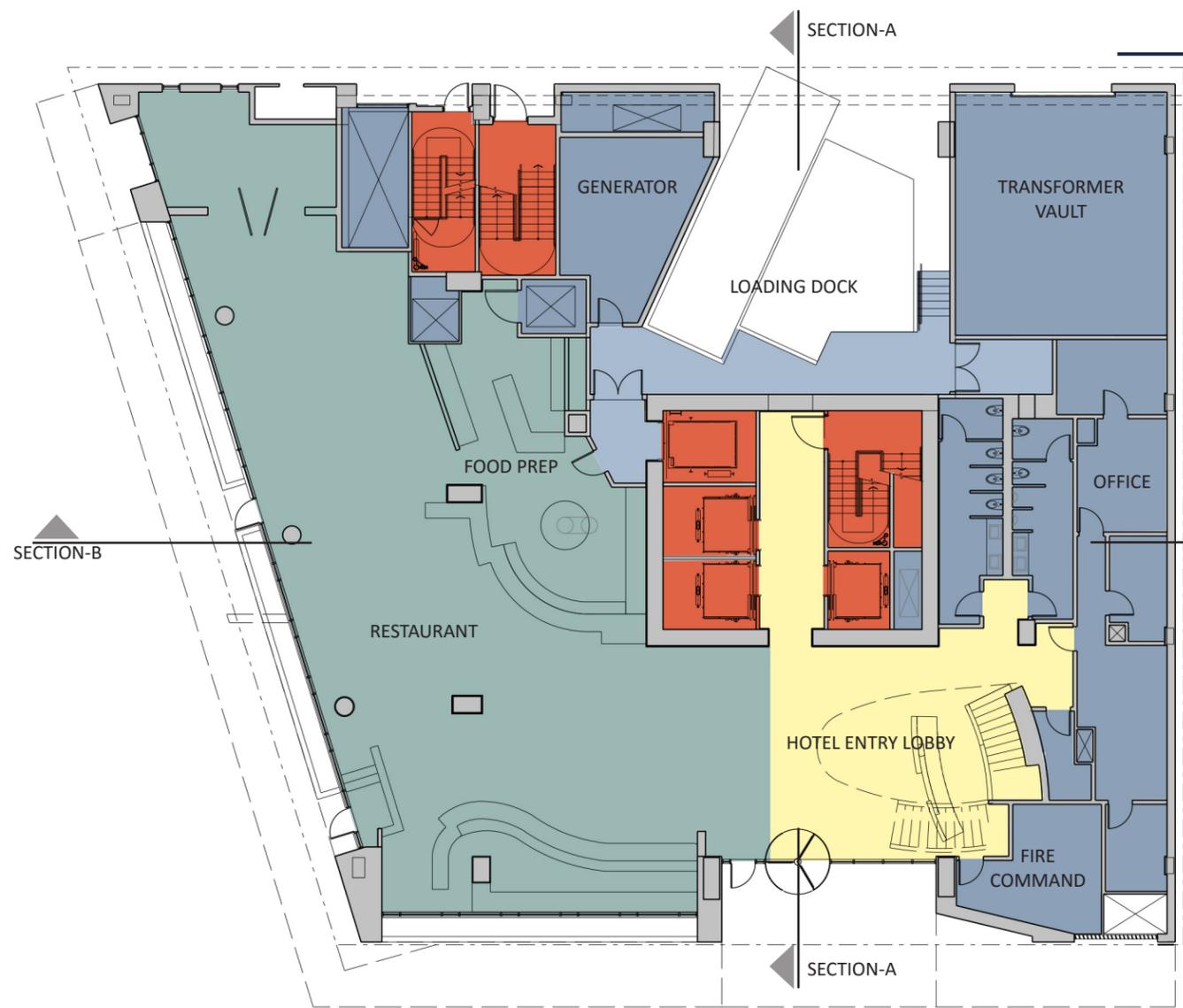
Date Of Meeting: July 28, 2015
 Project Number: 3019290
 Site Zone: Dmc 240/290-400

Section	Early Design Guidance Comments	Design Team Responses
A: Site Planning and Massing		
	<p><u>EDG Comment #1</u> The board directed the applicants to respond more fully and meaningfully to the Josephinum apartments and ground floor Christ Our Hope Catholic Church building across Stewart Street. Project response may take the form of transparency to view the interesting façade decoration, church windows and building composition as a whole.</p>	<p><u>Design Team Response #1</u> The current design proposal has developed the Stewart Street façade to more directly interface with the Christ Hope Catholic Church Building directly across the street by implementing a nearly 100% transparent façade orienting to the street on both level 1 and 2 of the proposed hotel allowing unimpeded views of the Josephinum from within the hotel. A pattern has been developed in the glazing using alternative transparent panels of glass with lightly fritted, yet transparent panels in order to create a rhythm along the street frontage, similar to the rhythm created in the arched windows of the first story of the Christ Hope Catholic Church Building as they are arrayed down Stewart Street. Please refer to the renderings on the cover page, pages 2, 28, 29, 30, 37 and elevation drawings on pages 33-36 for more information on the façade modifications.</p>
	<p><u>EDG Comment #2</u> Massing relationships for this project should use the street and sidewalk geometries as a starting point for building siting and form. Reflection of the geometries, end points of geometries, intersections or origins should be evident in the design in a simple and recognizable fashion.</p>	<p><u>Design Team Response #2</u> The massing of the building is broken down into a more pedestrian scale along Stewart at the first and second floor of the building, creating a highly articulated and transparent base for the simplified mass above. Both facades along Stewart and Second have been simplified from previous schemes based upon feedback from the EDG. These main facades are now parallel to the street edge meeting at the corner in a dramatic shift in the plane of the building along Second that overhangs the sidewalk. This angle shift is a simple, but dramatic acknowledgement of the shift in street grid that occurs as one moves north along Second beyond Stewart. The angled façade emphasizes the corner of the building which terminates at the top floor lounge with outdoor terrace that provides visual interest to the top of the hotel. Please refer to the renderings on pages 28, 29, 37 and elevation drawings on pages 33-36 for more information on the façade modifications.</p>
	<p><u>EDG Comment #3</u> Alternate Number One should be explored in a clear urban idiom to fit and reflect the unique geometry, urban context, and proposed building uses. Design response to the intersection of horizontal geometries should also capture, in form, views to the west.</p>	<p><u>Design Team Response #3</u> Alternate Number One and Alternate Number Two have been combined and simplified to create a more elegant statement at the primary intersection of Second and Stewart. Significant amounts of glazing have been introduced along both major street frontages. This will animate the facades at street and second floors with more public oriented amenities enhancing and complimenting the existing storefront urban context along these streets. Response to the intersection of the existing horizontal street geometries, as discussed above, have been simplified into an elegant acknowledgement of the shift in grid. The fact that the Stewart Avenue façade now parallels the street edge will allow for oblique views of the hotel for pedestrians walking eastward from the Market along Stewart as well as oblique views from the guestrooms along Stewart towards the Sound. The open air terrace at level 16 also provides visual interest to the top of the building as viewed from surrounding streets. Please refer to the renderings the cover page, pages 2, 28, 29, 30, 37 and elevation drawings on pages 33-36 for more information on the façade modifications.</p>
B: Architectural Expression		
	<p><u>EDG Comment #4</u> The Board directed the applicant to relate the building façade to the Josephinum via calming expressions rich in materiality, and via play between opaqueness and transparency. Retain and enhance ground floor transparency and carry transparency around to Stewart Street to blur the line and physical access of building to sidewalk.</p>	<p><u>Design Team Response #4</u> The current building design has added nearly 100% transparency along the street frontages of Stewart and Second. A pattern in the glazing using alternative transparent panels of glass with lightly fritted panels creates a rhythm along the street frontage. The large amounts of glazing are intended to visually engage and animate the sidewalk with views from the public sidewalk into the hotel lobby and restaurant spaces which will blur the line between sidewalk and restaurant space. Two entrances have been added along the Stewart Street frontage into the restaurant space to further engage the pedestrian with the building. Please refer to the renderings on pages 28, 29 and elevation drawings on pages 33-36 for more information on the façade modifications.</p>

	<p><u>EDG Comment #5</u> As a whole, the Board directed the applicant to display building morphological restraint by simplifying architectural lines, forms, color, and volumes. Create a regular geometric reflection without the repeating angles. Simplify the ground floor architectural expression and relate any abridged expression to the upper floors. Create design concept order and unity. The Board felt that currently the design appears too arbitrary in expression. Create a regularized state of equalized building form that is calmer. The Board directed the applicant to use the shift of street geometrics to inform a unified proportionality.</p>	<p><u>Design Team Response #5</u> The building forms have been significantly simplified as the repeating angles have been removed from the current design per the direction of the Board. The geometric expression now acknowledges the shift in street grid in a subtle yet dramatic fashion along the Second Avenue façade. The overall composition presents a much calmer feel, with an emphasis at the significant corner accentuated by the raised cover and eroded floor plan at the top floor. The site constraints of height restriction at 160’ and horizontal plan dimensions yields a building mass that is somewhat boxy in proportion. The current design attempts to counter those proportions by articulating the building into two components, one with a simplified curtainwall aesthetic and the other with a framed opening aesthetic. The desire is to break down the potential boxy feel of the mass and create the illusion of a slimmer, vertical expression at the significant corner. The curtainwall glazed section is encapsulated by a frame of metal panels, with an articulated roof line, further accentuating the desired slim look with vertical emphasis.</p>
C: The Streetscape		
	<p><u>EDG Comment #6</u> The Board directed the applicant to fully design the streetscape on Stewart Street. Elements expected at the next meeting include adding outdoor seating related to the proposed restaurant with porous doors for patrons and the restaurant use to move indoors and outdoors.</p>	<p><u>Design Team Response #6</u> Two prominent entry doors to the restaurant space along Stewart Street have been added to allow for ease of use and porous access between the restaurant space and adjacent sidewalk. The applicant has chosen not to pursue outdoor seating along Stewart Street as the steep grade is not conducive to providing a proper and safe seating area.</p>
	<p><u>EDG Comment #7</u> Overhead weather protection must continue all the way around the building for pedestrian and patron comfort.</p>	<p><u>Design Team Response #7</u> Continuous overhead weather protection is now indicated in the current design. Please see renderings on pag 28 and elevations on pages 33-36 for more information regarding the addition of continuous overhead weather protection.</p>
	<p><u>EDG Comment #8</u> The Board reminded the applicant of transparency requirements of the Land Use Code.</p>	<p><u>Design Team Response #8</u> Transparency has been substantially increased in the current design as a result of feedback from the EDG and is also in compliance with the requirements of the Land Use Code SMC 23.49.056.C.</p>
	<p><u>EDG Comment #9</u> The Board directed the applicant to exhibit a welcoming deportment to bicyclists by providing identifiable and easily usable bicycle parking, dry off space, access etc.</p>	<p><u>Design Team Response #9</u> Long term bicycle storage has been accommodated on the inside of the building. The large “porte-cochere” element at the front door provides ample dry-off space and access for the bicyclists. Bicycle storage at the sidewalk has been made available for 4 bicycles with the balance of the 12 required storage spaces inside the building at level P-1. Additionally, the applicant is working with various City departments to enhance the proposed bike lanes in Second as they cross the main entrance of the hotel.</p>
	<p><u>EDG Comment #10</u> The Board will be looking for a variety of “spill-out’ spaces on Stewart from the interior. The empty triangles of some of the present alternatives do not appear to be needed and should be omitted.</p>	<p><u>Design Team Response #10</u> A prominent entrance to the restaurant space along Stewart has been added at the corner of Second and Stewart along with a secondary entrance mid-block along Stewart. The empty triangles along Stewart have been eliminated due to the adjustments and simplification in building form mentioned above and per the recommendation of the EDG Board.</p>
	<p><u>EDG Comment #11</u> The Board directed the applicant to consider the alley “streetscape” as a viable right of way for pedestrians, access, loading and drop off. Design should offer lighting and façade design to create a fully articulated building face.</p>	<p><u>Design Team Response #11</u> The applicant respectfully disagrees with the usage of the alley as a viable entrance to the hotel. The design of the hotel will include lighting and façade enhancements along the alley, including the addition of glazed openings and use of similar materials found along the street frontages. However, even with consideration of these enhancements, the use of the alley as a guest arrival area is not to the standards required of the proposed quality level of this hotel.</p>
D: Public Amenities		
	<p><u>EDG Comment #12</u> The Board directed the design team to offer public amenities that include bicycle parking and outdoor seating, weather protection and landscaping. Alley design should include more alley space and design efforts to signal an alley pedestrian zone.</p>	<p><u>Design Team Response #12</u> Each of these items has been addressed in the response to EDG Comment #11 and others above.</p>

Design Departure Requests				
	Development Standard	Code Requirement	Departure Request	Justification
# 1	SMC 23.49.056.D.2 BLANK FAÇADE LIMITS (Refer to page 38 for further information)	Blank facades shall be no more than 15' wide. Blank façade segment width may be increased to 30' if the Director in a Type 1 decision determines that the façade segment is enhanced by features with visual interest such as architectural detailing, artwork, landscaping or similar features.	Request to increase the width of blank façade up to 30' along Second Street at the southernmost portion of the site. This increase to 30' will still keep the blank façade length under the maximum allowable of 40% of the frontage.	The southernmost corner of the hotel site along Second Avenue is occupied by the subterranean garage fresh air intake louver approved under DPD #3016586 which occupies approximately 15' of the facade. Adjacent to this is the angled feature wall leading from the sidewalk to the entry of the hotel. These two elements combined total a blank faced of 29.82'. The current design integrates the louver into the overall composition of the facade, recessing the louver and cladding the surround in stone, consistent with the larger elements of the proposed façade up to level 5. Directly adjacent to the louver stone cladding is an angled feature wall, intended to create a break and visual interest from the building line along Second. This feature wall will be clad in a stone material and incorporate lighting elements that enhance the visual interest of this portion of the sidewalk for passersby while creating a dramatic architectural entry marker for the hotel guest. Through the use of high quality materials, the attention to detail, and enhanced articulation at this area of the façade, we feel the proposed design meets the intent afforded under the Director's decision to allow an increase in blank façade up to 30'.
# 2A	SMC 23.49.056.B.1.b.2.b.iii FAÇADE SETBACK LIMITS (Refer to page 39 for further information)	SMC 23.49.056.B.1.b.2.b.iii Between 15' and 35' above the sidewalk, no setback deeper than 2 feet shall be wider than 20'.	Allow setbacks deeper than 2' along Second to exceed the allowable 20' at the entry to the hotel to be 26.25' wide as shown in the diagrams on page 39.	Due to the steep sidewalk slopes along Second, the hotel entrance has been setback off the property line the maximum allowable 10' to allow for the necessary slopes and warping of sidewalk on our property to present a level approach to the entry for guests and those confined to wheelchairs. This proposal requests to widen this setback more than the allowable 20' to 26.25' in order to ease potential guest congestion at the front door during check-in and check-out periods. The resulting extra width at 26.25' has the architectural benefit of allowing the expression of the volume of space on the inside of the hotel lobby which is two floors high to be expressed on the outside of the building, creating the look of a more generous entry portal to the hotel and allowing more visual connection from the sidewalk into the hotel lobby.
# 2B	SMC 23.49.056.B.1.b.2.b.iii FAÇADE SETBACK LIMITS (Refer to page 39 for further information)	SMC 23.49.056.B.1.b.2.b.iii Between 15' and 35' above the sidewalk, no setback deeper than 2 feet shall be wider than 20'.	Allow setbacks deeper than 2' along Second to exceed the allowable 20' above the restaurant at the second floor prefunction area to be 39' wide as shown in the diagrams on page 39. There is also a related request to allow the setback to be 2.33' in lieu of 2' at level 3 also as shown on page 39.	This 39' wide setback is not as deep as the setback at the entry, only 3.5' in lieu of the allowable 2' setback, however, this additional setback request is critical to the architectural concept of the shifted building mass above level 2 that relates to the shift in street grid along Second. Reducing this setback back to the allowable 2' will minimize the building overhang effect as well as the desired effect of the shift in façade plane. We could compensate by pulling the entire façade that is parallel to Second above level two forward towards the street, but this also has an even stronger effect of minimizing the shift in plane along Second because the angled portion of the tower cannot be pulled forward as it will exceed the current limits of the allowable overhang indicated on page 39.
# 3	SMC 23.54.035 TABLE A LOADING BERTH QUANTITY (Refer to page 38 for further information)	Per Table A, a building with low demand use and a gross square footage between 160,001 sf and 264,000 sf requires a total of three loading berths.	Reduce the requirement from 3 to 1 loading berth.	The following operational statement in favor of the reduction has been developed by the operator for the hotel: We are able to operate with one loading dock effectively, by managing the deliveries. We have done this at other urban locations (larger hotels) with much success. Having specific day of week and time of day deliveries for our vendors will allow for a simplified and organized approach. As an example, our main Food purveyors will deliver on Monday, Wednesday and Fridays between 7 – 8 AM. Guest Supply vendor will deliver Wednesday at 10AM, ETC. We will have a detailed schedule of all vendors and the delivery time. If they do not deliver at their scheduled time, we will refuse delivery, or reschedule at an open slot. With the position of Purchasing/Receiving Manager dedicated to overseeing all ordering and deliveries, this has proven to be an effective process in maintaining an organized and streamlined process for managing our inventories as well as the delivery of them.





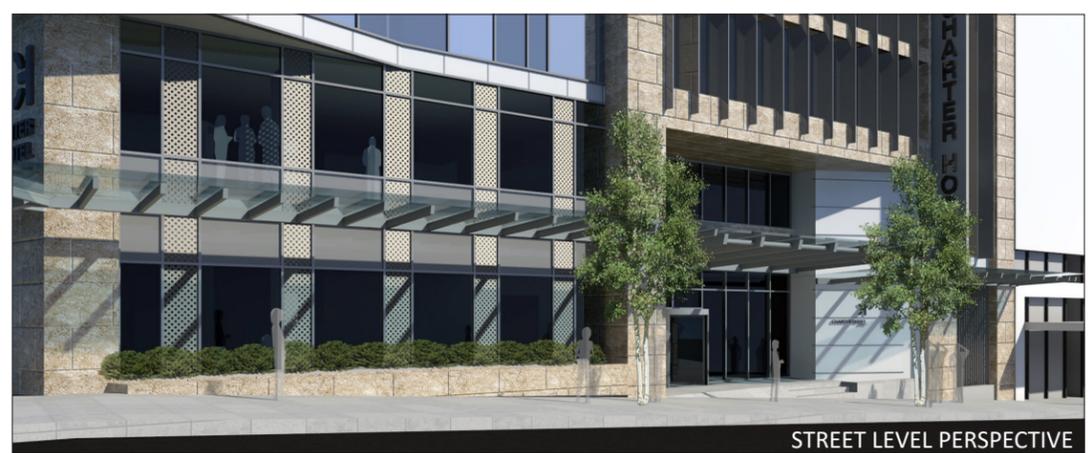
LOBBY LEVEL FLOOR PLAN

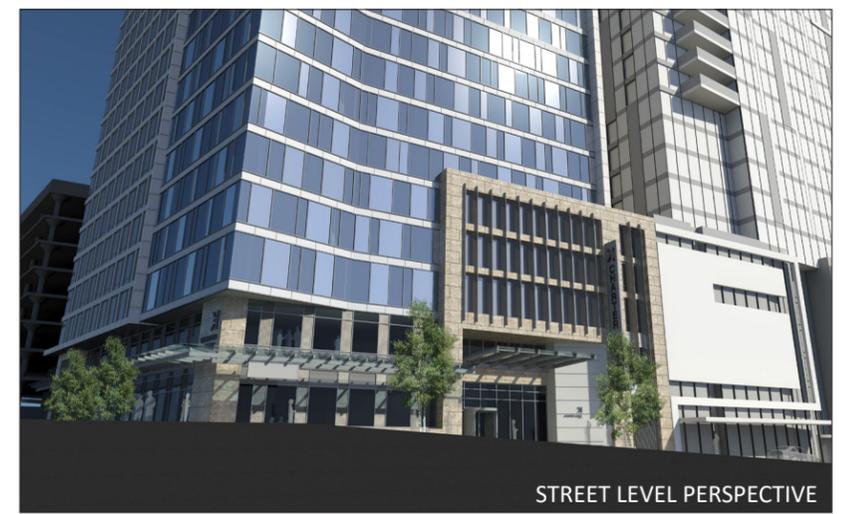
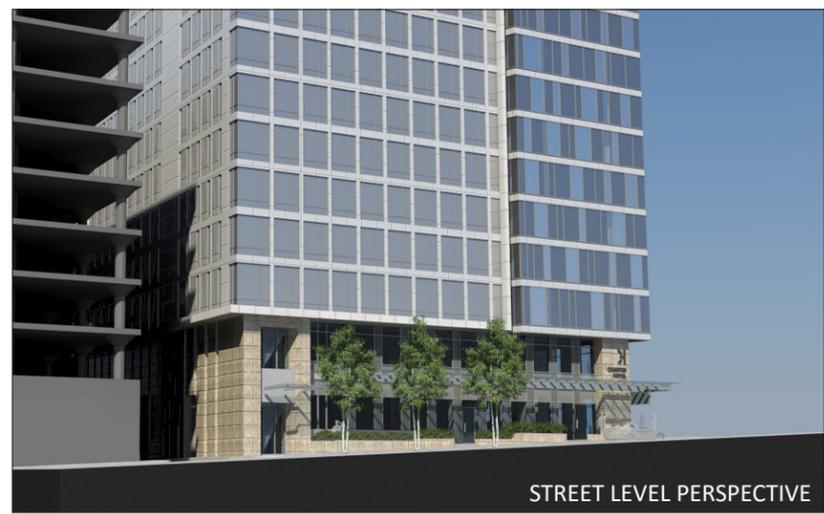
SCALE : 1" = 20'-0" NORTH

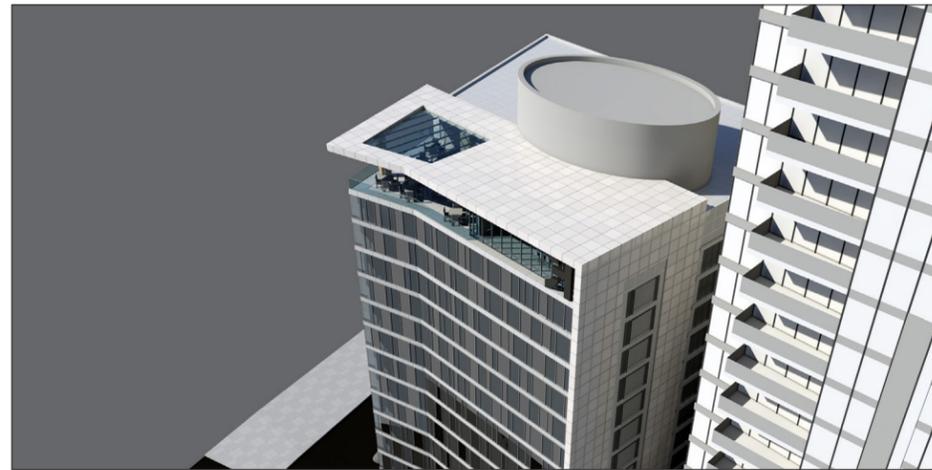
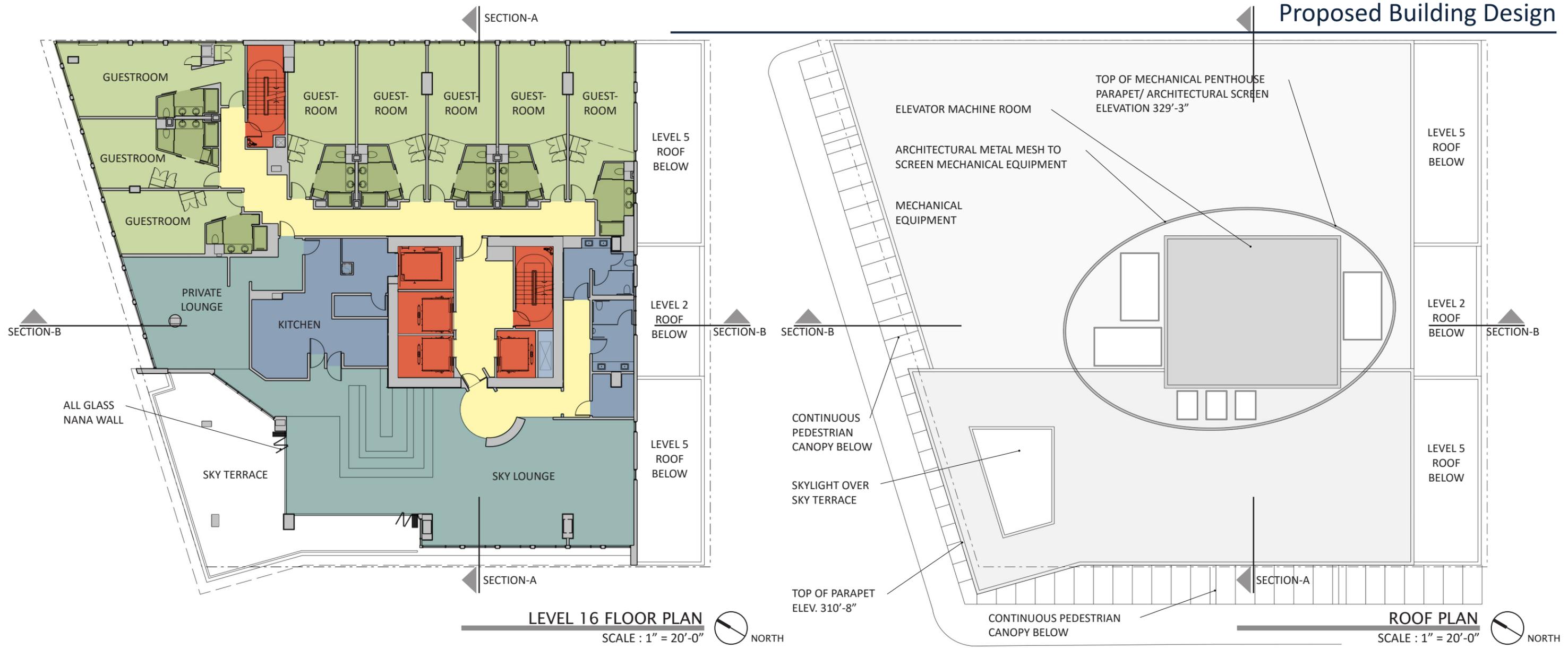


LEVEL 2 FLOOR PLAN

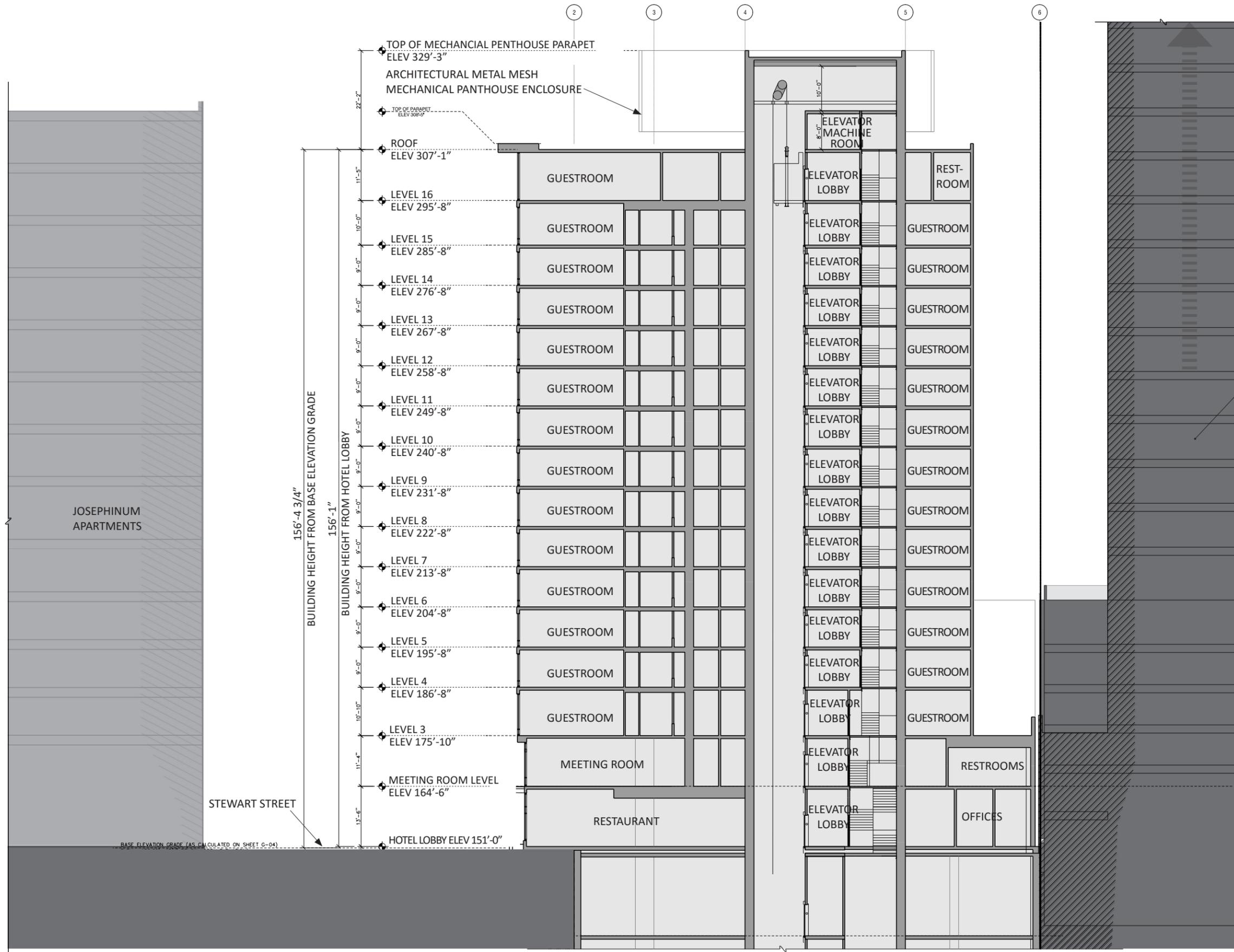
SCALE : 1" = 20'-0" NORTH



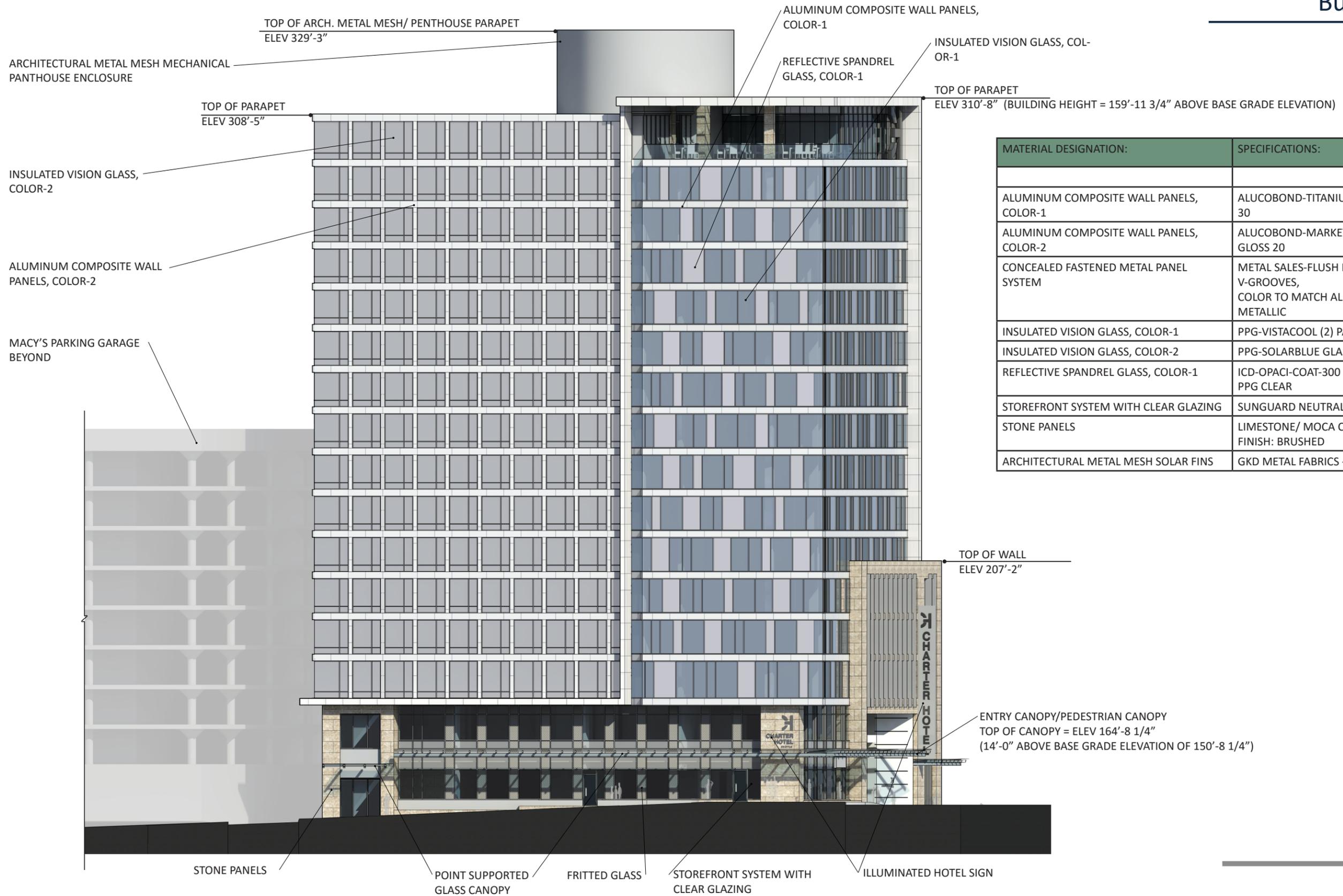




Building Section B-B

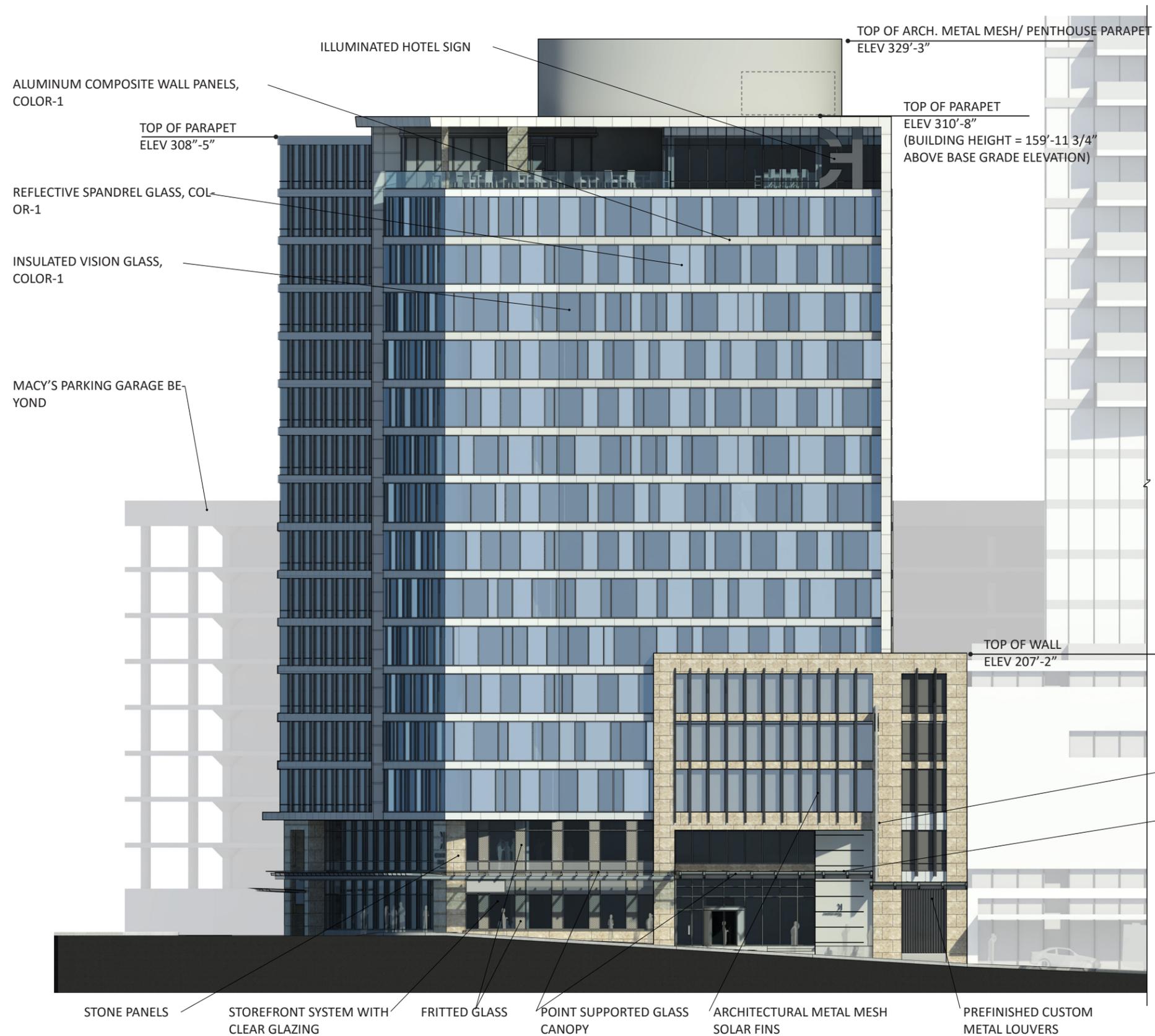


SECTION LOOKING EAST



MATERIAL DESIGNATION:	SPECIFICATIONS:
ALUMINUM COMPOSITE WALL PANELS, COLOR-1	ALUCOBOND-TITANIUM METALLIC/ PVDF-3/GLOSS 30
ALUMINUM COMPOSITE WALL PANELS, COLOR-2	ALUCOBOND-MARKET WHITE MICA/ PVDF-2/ GLOSS 20
CONCEALED FASTENED METAL PANEL SYSTEM	METAL SALES-FLUSH FACE SERIES WITH V-GROOVES, COLOR TO MATCH ALUCOBOND TITANIUM METALLIC
INSULATED VISION GLASS, COLOR-1	PPG-VISTACOOOL (2) PACIFICA GLASS
INSULATED VISION GLASS, COLOR-2	PPG-SOLARBLUE GLASS
REFLECTIVE SPANDREL GLASS, COLOR-1	ICD-OPACI-COAT-300 #6-0957 HARMONY AZURIA-PPG CLEAR
STOREFRONT SYSTEM WITH CLEAR GLAZING	SUNGUARD NEUTRAL 78/65 (#3) ON CLEAR
STONE PANELS	LIMESTONE/ MOCA CREAM FINE GRAIN FINISH: BRUSHED
ARCHITECTURAL METAL MESH SOLAR FINIS	GKD METAL FABRICS - HELIX 48

NORTH ELEVATION

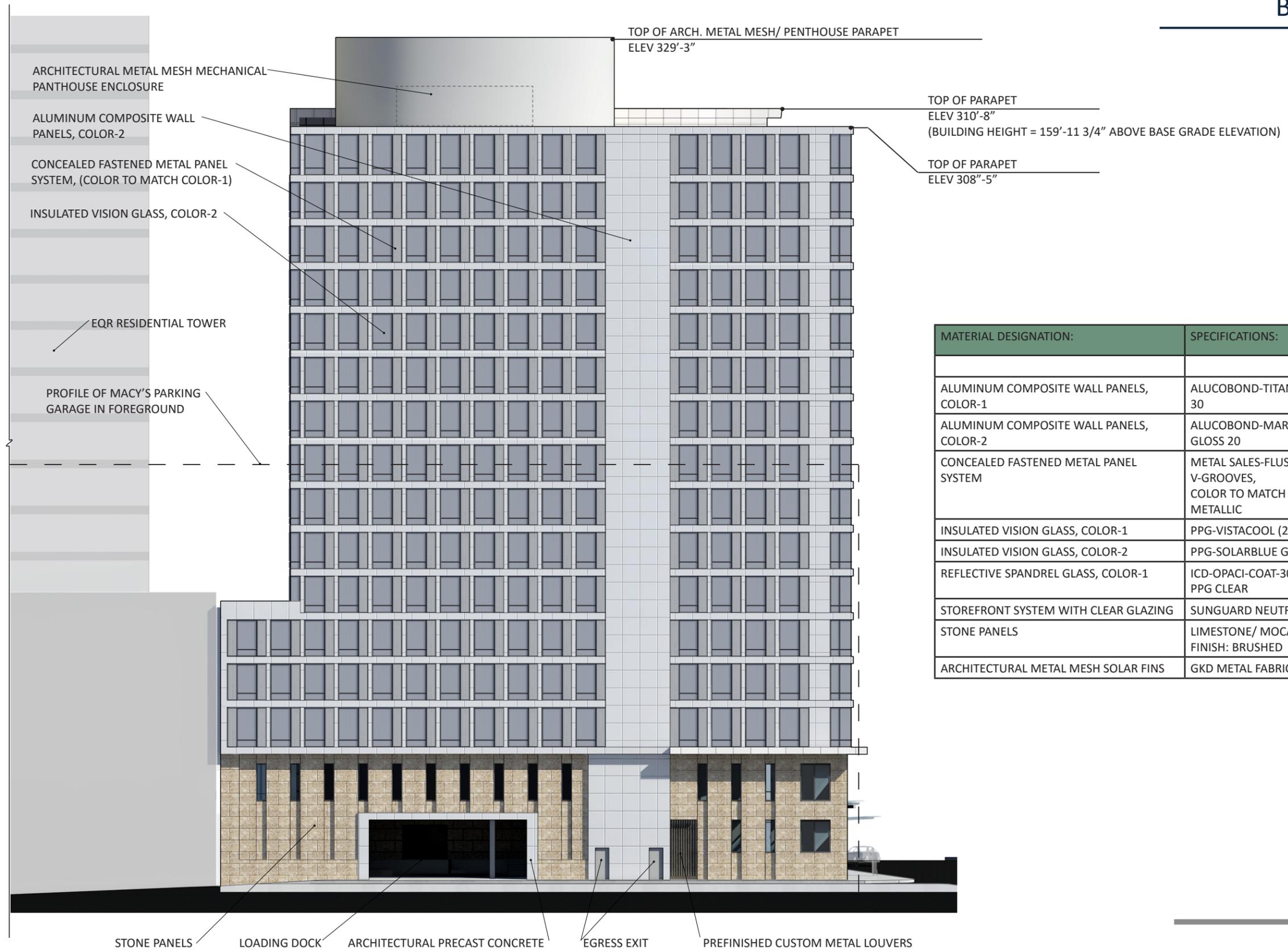


MATERIAL DESIGNATION:	SPECIFICATIONS:
ALUMINUM COMPOSITE WALL PANELS, COLOR-1	ALUCOBOND-TITANIUM METALLIC/ PVDF-3/GLOSS 30
ALUMINUM COMPOSITE WALL PANELS, COLOR-2	ALUCOBOND-MARKET WHITE MICA/ PVDF-2/ GLOSS 20
CONCEALED FASTENED METAL PANEL SYSTEM	METAL SALES-FLUSH FACE SERIES WITH V-GROOVES, COLOR TO MATCH ALUCOBOND TITANIUM METALLIC
INSULATED VISION GLASS, COLOR-1	PPG-VISTACOOOL (2) PACIFICA GLASS
INSULATED VISION GLASS, COLOR-2	PPG-SOLARBLUE GLASS
REFLECTIVE SPANDREL GLASS, COLOR-1	ICD-OPACI-COAT-300 #6-0957 HARMONY AZURIA-PPG CLEAR
STOREFRONT SYSTEM WITH CLEAR GLAZING	SUNGUARD NEUTRAL 78/65 (#3) ON CLEAR
STONE PANELS	LIMESTONE/ MOCA CREAM FINE GRAIN FINISH: BRUSHED
ARCHITECTURAL METAL MESH SOLAR FINNS	GKD METAL FABRICS - HELIX 48

ILLUMINATED HOTEL BLADE SIGN

ENTRY CANOPY/PEDESTRIAN CANOPY
TOP OF CANOPY = ELEV 164'-8 1/4"
(14'-0" ABOVE BASE GRADE ELEVATION OF 150'-8 1/4")

WEST ELEVATION



MATERIAL DESIGNATION:	SPECIFICATIONS:
ALUMINUM COMPOSITE WALL PANELS, COLOR-1	ALUCOBOND-TITANIUM METALLIC/ PVDF-3/GLOSS 30
ALUMINUM COMPOSITE WALL PANELS, COLOR-2	ALUCOBOND-MARKET WHITE MICA/ PVDF-2/ GLOSS 20
CONCEALED FASTENED METAL PANEL SYSTEM	METAL SALES-FLUSH FACE SERIES WITH V-GROOVES, COLOR TO MATCH ALUCOBOND TITANIUM METALLIC
INSULATED VISION GLASS, COLOR-1	PPG-VISTACOOOL (2) PACIFICA GLASS
INSULATED VISION GLASS, COLOR-2	PPG-SOLARBLUE GLASS
REFLECTIVE SPANDREL GLASS, COLOR-1	ICD-OPACI-COAT-300 #6-0957 HARMONY AZURIA-PPG CLEAR
STOREFRONT SYSTEM WITH CLEAR GLAZING	SUNGUARD NEUTRAL 78/65 (#3) ON CLEAR
STONE PANELS	LIMESTONE/ MOCA CREAM FINE GRAIN FINISH: BRUSHED
ARCHITECTURAL METAL MESH SOLAR FINIS	GKD METAL FABRICS - HELIX 48

EAST ELEVATION

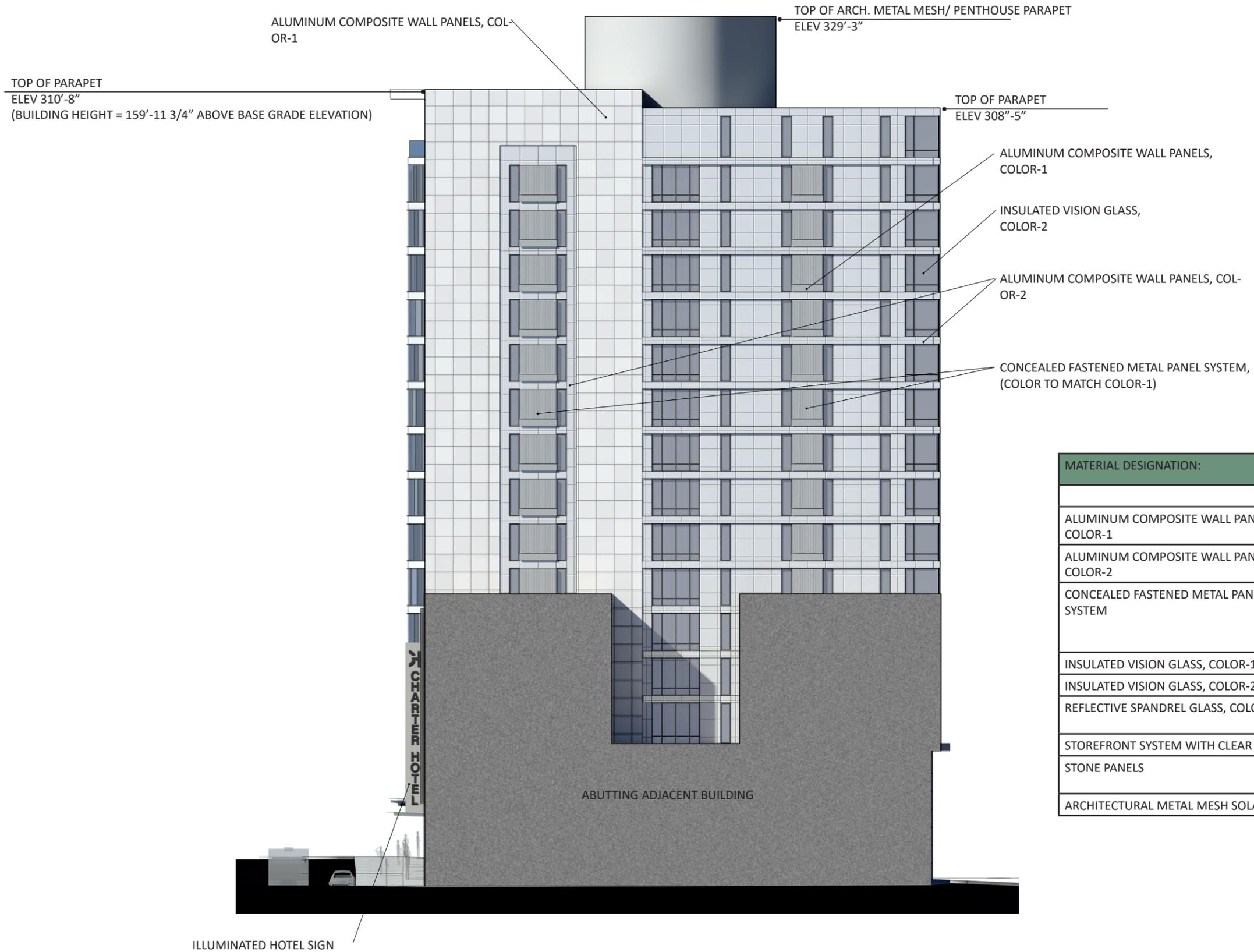


SEATTLE HOTEL on 2nd & Stewart Street
1608 Second Avenue, Seattle, Washington 98101

DESIGN REVIEW BOARD RECOMMENDATION MEETING

Project Number : 3019290

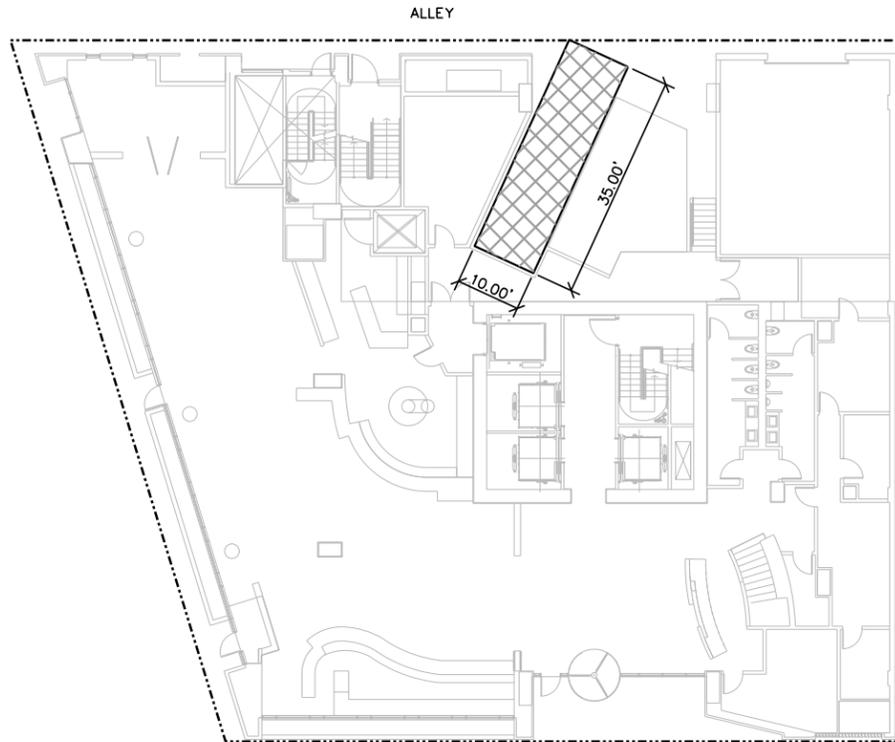
Meeting Date : February 2, 2016



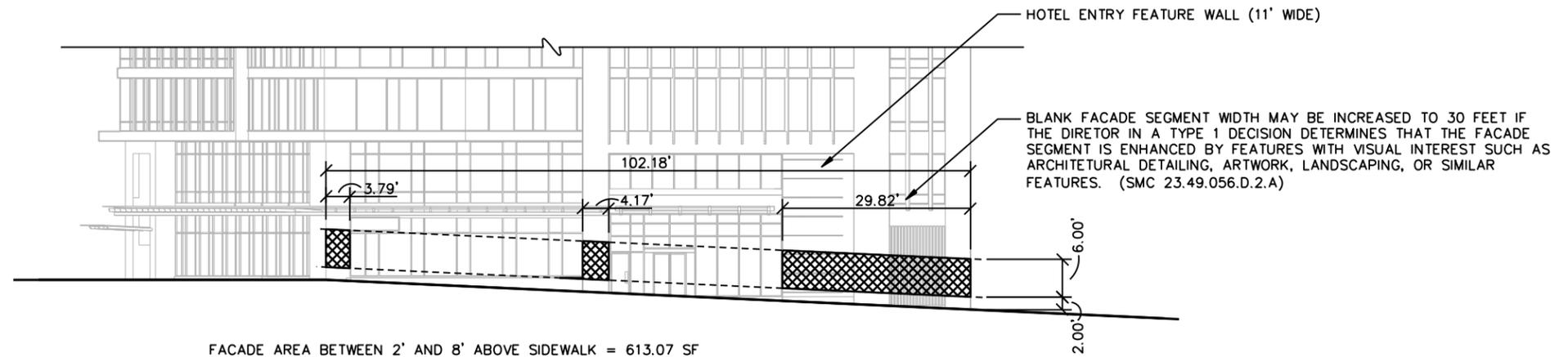
MATERIAL DESIGNATION:	SPECIFICATIONS:
ALUMINUM COMPOSITE WALL PANELS, COLOR-1	ALUCOBOND-TITANIUM METALLIC/ PVDF-3/GLOSS 30
ALUMINUM COMPOSITE WALL PANELS, COLOR-2	ALUCOBOND-MARKET WHITE MICA/ PVDF-2/ GLOSS 20
CONCEALED FASTENED METAL PANEL SYSTEM	METAL SALES-FLUSH FACE SERIES WITH V-GROOVES, COLOR TO MATCH ALUCOBOND TITANIUM METALLIC
INSULATED VISION GLASS, COLOR-1	PPG-VISTACOOOL (2) PACIFICA GLASS
INSULATED VISION GLASS, COLOR-2	PPG-SOLARBLUE GLASS
REFLECTIVE SPANDREL GLASS, COLOR-1	ICD-OPACI-COAT-300 #6-0957 HARMONY AZURIA-PPG CLEAR
STOREFRONT SYSTEM WITH CLEAR GLAZING	SUNGUARD NEUTRAL 78/65 (#3) ON CLEAR
STONE PANELS	LIMESTONE/ MOCA CREAM FINE GRAIN FINISH: BRUSHED
ARCHITECTURAL METAL MESH SOLAR FINIS	GKD METAL FABRICS - HELIX 48

SOUTH ELEVATION





PROPOSED: 1 LOADING BERTH
 REQUIRED: 3 LOADING BERTHS (SMC 23.54.035 TABLE A) FOR LOW DEMAND USE BETWEEN 160,001 SF TO 264,000 SF.

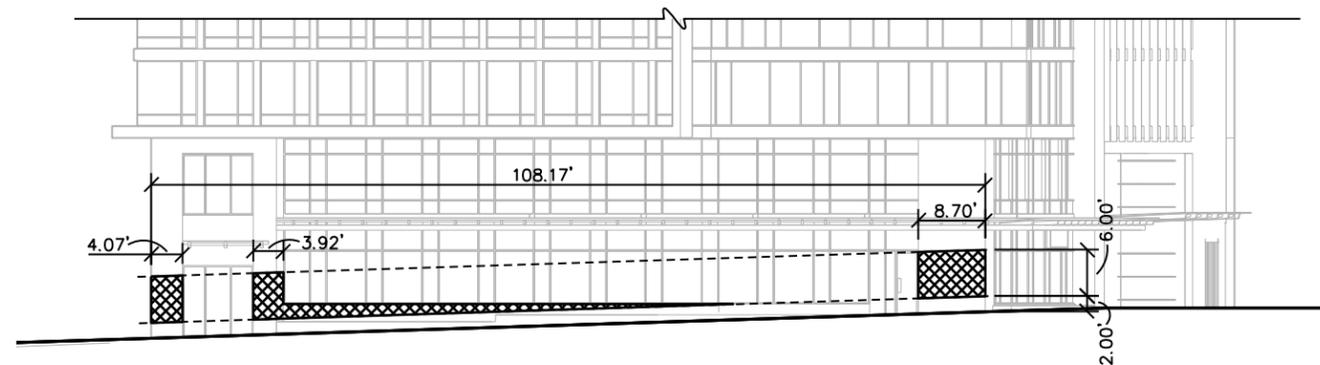


FACADE AREA BETWEEN 2' AND 8' ABOVE SIDEWALK = 613.07 SF

OPAQUE FACADE = 226.95 SF (37.01%)

PROPOSED: 37.01% BLANK FACADE
 REQUIRED: 40% MAXIMUM (SMC 23.49.056.D.2)

2ND AVENUE ELEVATION



FACADE AREA BETWEEN 2' AND 8' ABOVE SIDEWALK = 646.59 SF

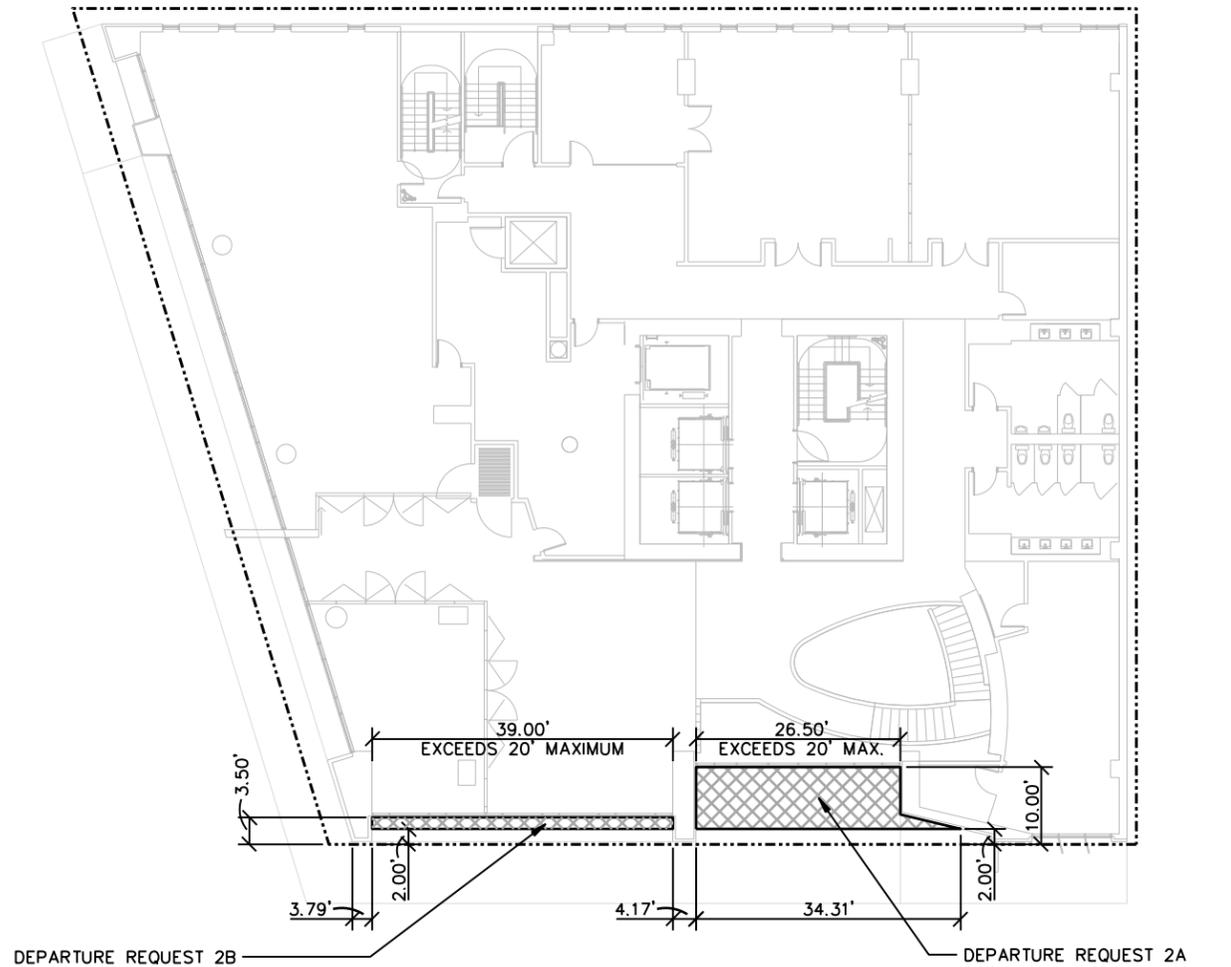
OPAQUE FACADE = 154.98 SF (23.97%)

PROPOSED: 23.97% BLANK FACADE
 REQUIRED: 40% MAXIMUM (SMC 23.49.056.D.2)

STEWART STREET ELEVATION

DEPARTURE #3 – LOADING BERTH REQUIREMENT AND SPACE STANDARD

DEPARTURE #1 – BLANK FACADE DIAGRAM



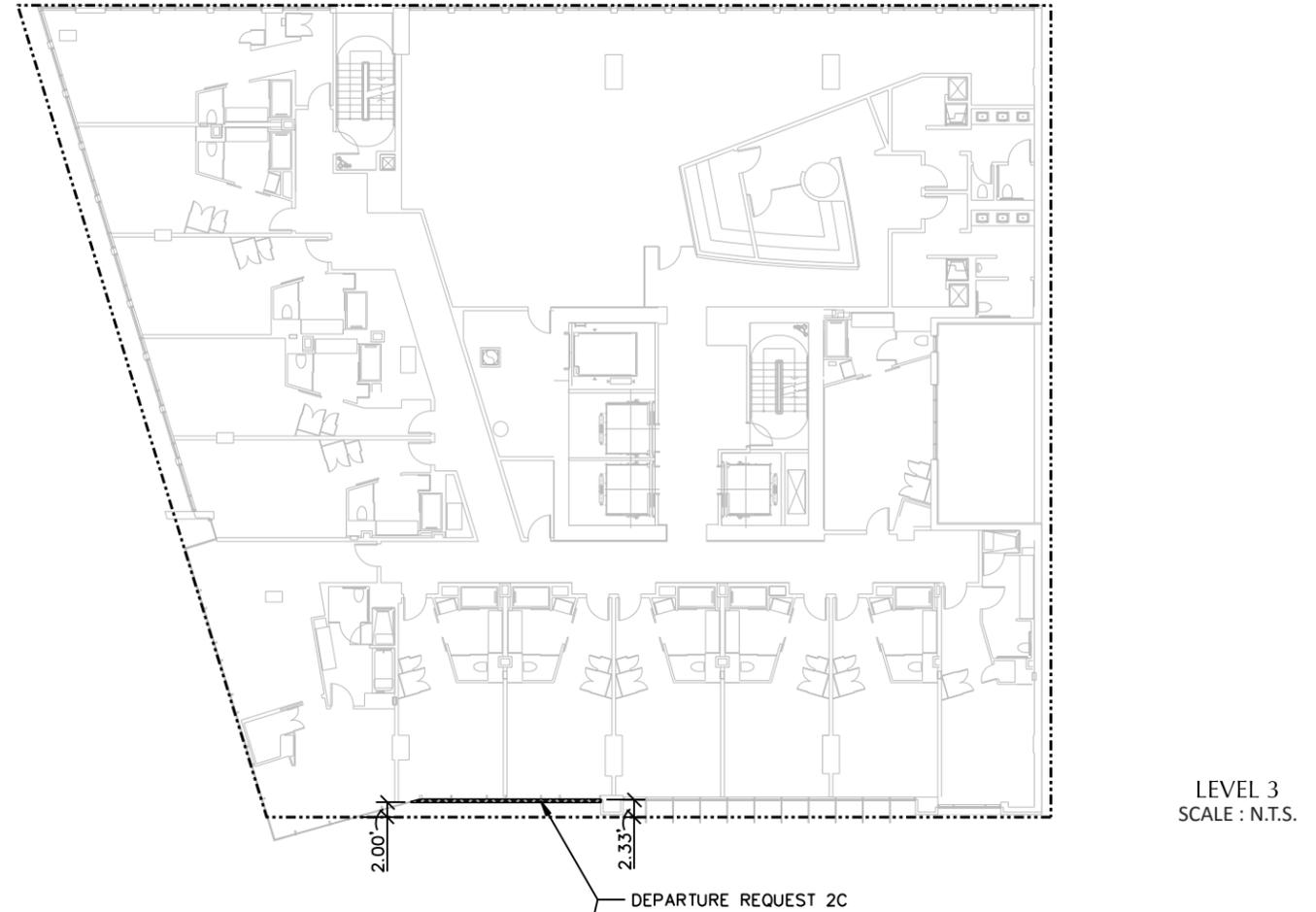
PROPOSED: REDUCE FACADE RETURN TO WITHIN 2 FEET OF THE STREET LOT LINE BETWEEN EACH SETBACK AREA (AS SHOWN 3.79' AND 4.17')

TWO FACADE AREAS WITH SETBACK DEEPER THAN 2 FEET BUT LESS THAN 10 FEET ARE WIDER THAN 20 FEET (AS SHOWN 39.00' & 26.50')

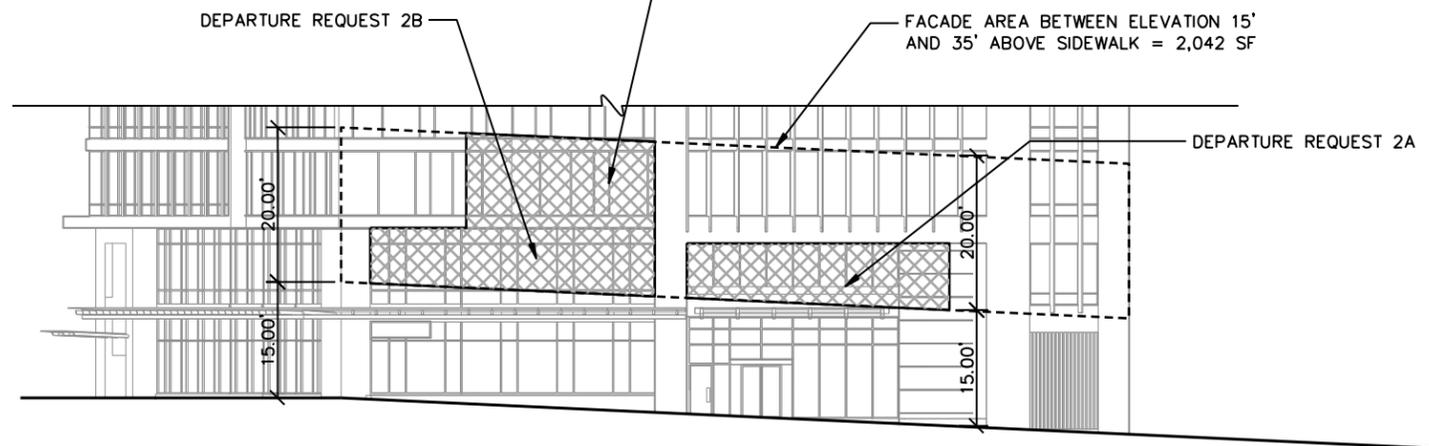
REQUIRED: THE FACADE OF THE STRUCTURE SHALL RETURN TO WITHIN 2 FEET OF THE STREET LOT LINE BETWEEN EACH SETBACK AREA FOR A MINIMUM OF 10 FEET (SMC 23.49.056.B.1.b.2.b)

NO SETBACK WIDER THAN 2 FEET SHALL BE WIDER THAN 20 FEET.

LEVEL 2
SCALE : N.T.S.



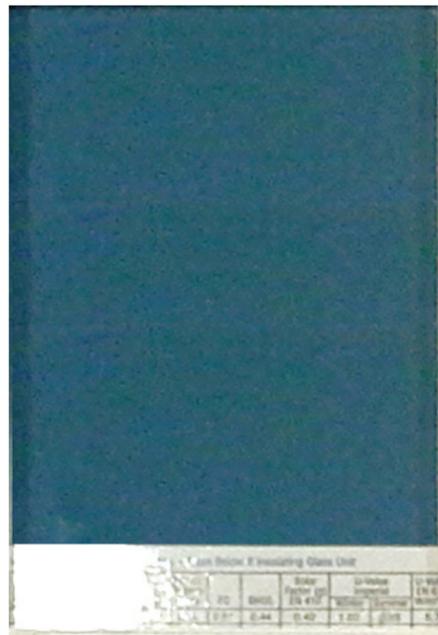
LEVEL 3
SCALE : N.T.S.



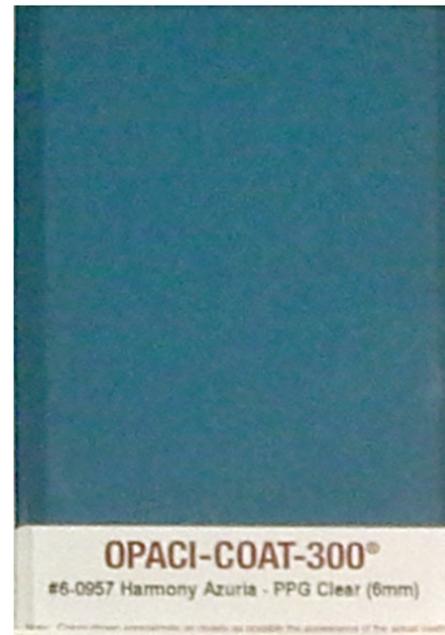
PROPOSED: AREA SET BACK MORE THAN 2' FROM PROPERTY LINE BETWEEN ELEVATION 15' AND 35' = 849 SF (849 SF / 2,042 SF = 41.6% OF FACADE AREA)

REQUIRED: MAXIMUM FACADE SETBACK BETWEEN ELEVATION 15' AND 35' SHALL NOT EXCEED 40% OF TOTAL FACADE AREA (SMC 23.49.056.B.1.b.2.b)

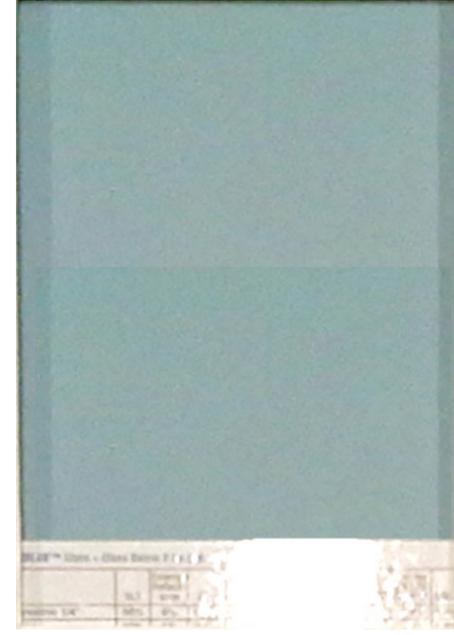
DEPARTURE #2 – STREET SETBACK REQUIREMENT – FACADE SETBACK LIMITS



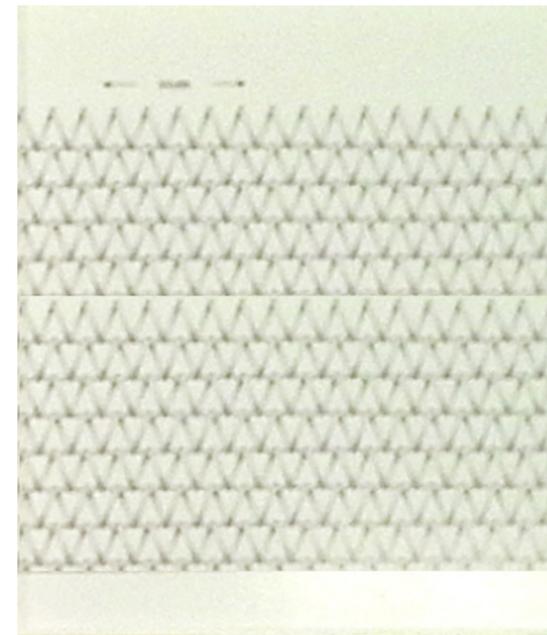
INSULATED VISION GLASS, COLOR-1



REFLECTIVE SPANDREL GLASS, COLOR-1



INSULATED VISION GLASS, COLOR-2



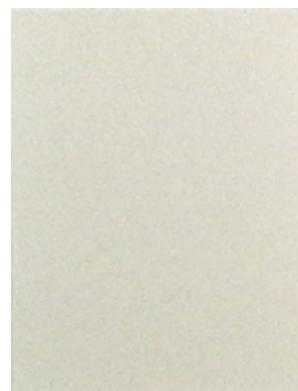
ARCHITECTURAL METAL MESH SOLAR FINs



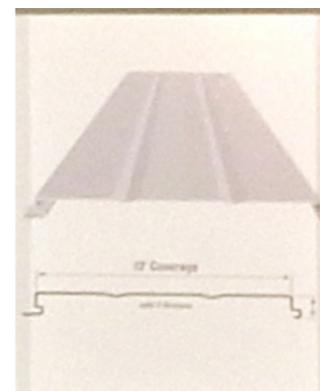
STONE PANELS



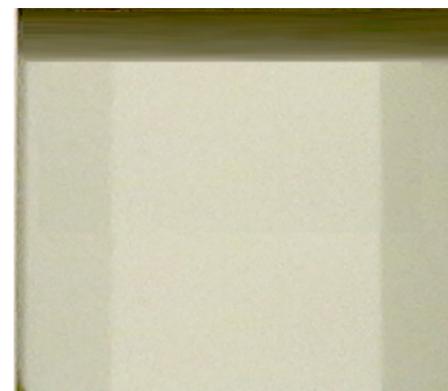
ALUMINUM COMPOSITE WALL PANELS, COLOR-1



ALUMINUM COMPOSITE WALL PANELS, COLOR-2



CONCEALED FASTENED METAL PANEL SYSTEM



STOREFRONT SYSTEM WITH CLEAR GLAZING

MATERIAL DESIGNATION:	SPECIFICATIONS:
ALUMINUM COMPOSITE WALL PANELS, COLOR-1	ALUCOBOND-TITANIUM METALLIC/ PVDF-3/GLOSS 30
ALUMINUM COMPOSITE WALL PANELS, COLOR-2	ALUCOBOND-MARKET WHITE MICA/ PVDF-2/ GLOSS 20
CONCEALED FASTENED METAL PANEL SYSTEM	METAL SALES-FLUSH FACE SERIES WITH V-GROOVES, COLOR TO MATCH ALUCOBOND TITANIUM METALLIC
INSULATED VISION GLASS, COLOR-1	PPG-VISTACOOl (2) PACIFICA GLASS
INSULATED VISION GLASS, COLOR-2	PPG-SOLARBLUE GLASS
REFLECTIVE SPANDREL GLASS, COLOR-1	ICD-OPACI-COAT-300 #6-0957 HARMONY AZURIA-PPG CLEAR
STOREFRONT SYSTEM WITH CLEAR GLAZING	SUNGUARD NEUTRAL 78/65 (#3) ON CLEAR
STONE PANELS	LIMESTONE/ MOCA CREAM FINE GRAIN FINISH: BRUSHED
ARCHITECTURAL METAL MESH SOLAR FINs	GKD METAL FABRICS - HELIX 48